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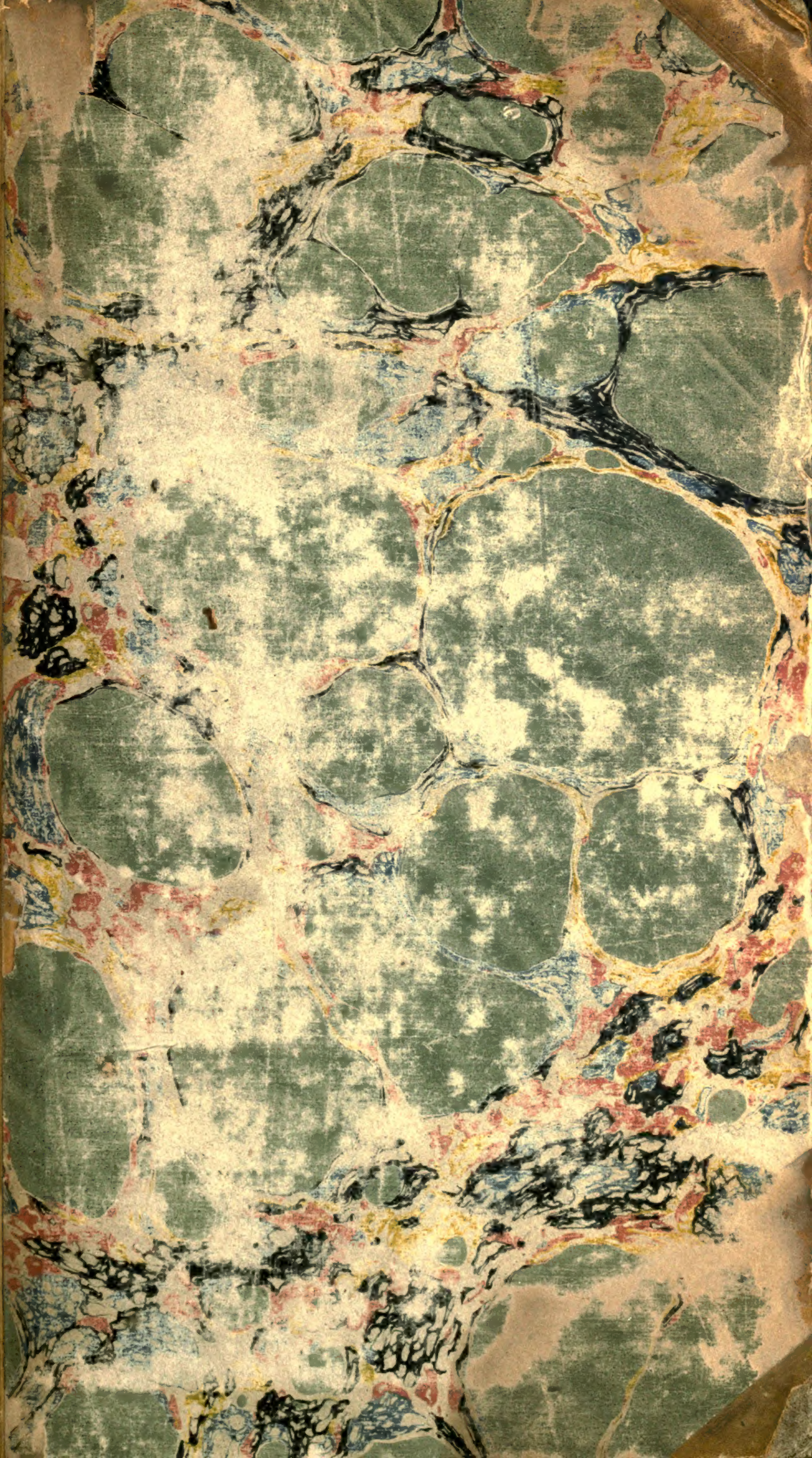

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THE

Naval Chronicle,

FOR 1816:

CONTAINING A

GENERAL AND BIOGRAPHICAL HISTORY

OF

THE ROYAL NAVY

OF THE

United Kingdom;

WITH A VARIETY OF ORIGINAL PAPERS ON
NAUTICAL SUBJECTS.

UNDER THE GUIDANCE OF SEVERAL
LITERARY AND PROFESSIONAL MEN.

VOL. XXXV.

(FROM JANUARY TO JUNE.)

—— "England is a Land which can never be conquered, whilst the Kings thereof keep the Dominion of the Sea."—(W. RALEGH.)

LONDON:

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PREFACE

TO THE THIRTY-FIFTH VOLUME.

IN acknowledging the support and patronage which have enabled us to conclude and publish the XXXVth Volume of the Naval Chronicle, we feel increased pleasure from the sense of augmented obligation; and if the long continuance of a periodical work be any criterion of its character, the progress of it under the eye of an intelligent public, during the course of eighteen years, must confer upon it no small degree of respectability, especially when it is considered as totally unsupported by that forced, factitious fame, to which so many of the candidates for public favor have owed their temporary buoyancy, and whose pretensions have in some instances seemed to require that not only the trumpet, but the terrene trumpeter, be brazen, to publish and uphold them. But this is by-the-bye—we do not mention it with any comparative views—the very nature of our own publication forbids the bloated puff!—"*Ornari res ipsa negat, contenta docere.*"

In taking our usual review of the Volume, we are duly sensible how much it owes to our kind auxiliaries, as the vehicle of various information, and correspondent interest.

The Biography, as the very face and front of the Volume, should bear in its character an especial commendation; and if it do not, it is more our misfortune than our fault. As a record of public naval services, it is open to all who have performed them; and so long have been the naval wars from which we have just emerged; so glorious the events to the British nation; and so numerous the list of officers by whom they were produced; that although we have transferred to our Chronicle the names and actions of many, to the preservation and diffusion of their fair-earned fame, many still remain, whose actions, well worthy of record, are, we fear, withheld by an unjust diffidence, a doubt that their apprehended small importance would be incompatible with a formal publication of them; it should, however, be considered, that it is by a combination of small actions that great events are produced, and that each individual contributor to a grand result is entitled to his share of the honour it confers.

Under this impression, and wishing to preserve from the oblivious gulf of Time—the inevitable Lethe of all unrecorded actions, however honorable—it is our intention to adopt the suggestion of a very valuable Correspondent and evident well-wisher to the Naval Chronicle, and to propose occasionally, on the Wrapper of our Chronicle, the names of such naval officers as to our recollection and judgment may occur; relying on the extensive circulation of the notice for such relative communications as may be mediately or immediately obtained. Lists of Biographical Queries may be always had, on application for them at the Naval Chronicle Office, or will be transmitted agreeably to received direction.

The commencing and concluding articles of our Biography will be found peculiarly interesting; the former as containing a large portion of nautical information and remark; the latter as affording additional and important evidence respecting that subject of general indignation and regret—the death of Captain Wright. We presume, indeed, that the whole of the Biography will be well received, as the various subjects of it were all exemplary in their respective services.

Whatever credit may be due to our judgment in the Nautical Selections, as ours, it becomes us to say little; we have endeavoured to blend amusement with information, and trust that we have in some degree succeeded.

In considering the merits of our Correspondence, we have always to regret that the limits of our preface will not admit of our doing justice to the whole; our especial notice must be rather confined to the nature of the subject treated on, than to the abilities evinced in the treatment.

Mentor's letter of caution, page 47, is truly patriotic; at the same time we are unwilling that notions of hostility should be inculcated on either side, by a too open expression of respective jealousies.

The very excellent letter of *Arion* to Lord Melville, on the seduction, by the Americans, of British seamen, page 115, is worthy of peculiar attention; but, we fear, the essential remedy must be sought in the inclinations of the seamen themselves. We are sincerely sorry to find it possible for a British Sailor to serve in any other than a British Navy. If the Americans can deprive us of our seamen, they will indeed shear the locks of Samson.

The letter signed *Adam*, on White Slavery, a term discriminative of the Negro Slavery, contains some very just remarks. The insolent depredations of the Barbary States seem indeed to have a "charmed" existence. Considering the piracy of these small tyrants but as an insult, it might justly excite our indignation; but when we contemplate the mass of misery evinced in the various sufferings of the unfortunate captives, thus unwarrantably torn from the bosom of civilized society, the endurance of it by any one of the Christian Powers is really wonderful; and we are induced to repeat, although not accustomed to think superstitiously, that such atrocities have a "charmed" existence—that the insulted powers endure them by an unaccountable infatuation; for admitting that to crush the petty power of these barbarians would be (although we know not how) incompatible with the national policy of any one or more of the maritime countries of Europe thus insulted, the same motive cannot exist in all. But it is avowed in none. And yet these enormous aggressions have existed in a more or less degree during two centuries. To add to our cause of wonder, although by the very laudable exertions of Sir Sidney Smith, there has been an assembly of the knights of all orders, whose professions, if not merely nominal, are virtually binding on them for the extinction of such enormities; and although a general assent seemed to prevail to the proposition of Sir Sidney, the grievance still exists in repeated acts of insult to the nations of Europe, and cruelty to the unfortunate victims of Moorish rapacity.* The effect of Treaty has been too often tried: it has been, however, again attempted, notwithstanding experience has repeatedly proved the futility of such negociations. The treaty is made with the Dey, but the Dey himself is but the chief of a gang, who will pay no obedience to orders incompatible with its established system of piracy; and even admitting that the Dey may be sincere in his signature of the treaty, he would in all probability lose his life, were he to insist on its execution. There must be an end (to use the Buonapartean phrase) of the Barbaric *Dynasty*, or there must be, so long as this system of piracy exists, a union of the Christian Powers, in an established and concurrent system of opposition to it.

N. T. R.'s observations on the expediency of a fixed plan of command on board the ships of the royal navy, page 308, are entitled to the notice of those competent to establish it. We have always thought that too much is allowed to the will of one man, who, if he be of a tyrannical temper, may render the condition of his ship's company a state of continued oppression. So far as the nature of the naval service *can* admit of it, the captain's power of punishment should be limited.

The Navy, and perhaps we might be warranted in saying the Nation, is in no small degree indebted to our constant and valuable Correspondents, *Alfred*, *Nestor*, and *Albion*, for their many patriotic remarks and suggestions; they are indeed too numerous to be here particularized, and their merit too self-evident to need our indication of it. We, however, cannot allow ourselves to proceed without expressing our cordial concurrence of opinion with *Nestor*, page 390, that there exists no valid objections to the payment of our seamen on foreign, as well as on home stations—at least we think it would be better to *prove* than *presume* them.

We shall now, according to our usual custom, point out to our readers the many valuable articles of Correspondence which we have not room to notice more especially; *viz.* A continuation of the *Synopsis of Naval Actions of British ships of war with the ships of the United States*, p. 31. *U. P.* in defence of *Albion*, against the remarks of *J. C.* p. 39. *Impartialis*, on the situations of gunner and purser, p. 42. *C. H.* respecting the American steam frigate Fulton, p. 44. *Albion*, in reply to *J. C.* p. 45. Question of *Peter Plain*, respecting the gratis administration of the oath to half-pay officers, p. 124. *P. P. K.* in reply to *Impartialis*, p. 124. *A Vice-Admiral*, in reply to the same, p. 127. *J. C.* suggesting an improvement in buoys, and in reply to *Albion*, p. 129. *A Reader of the N. C.* apologizing on a subject that we should have conceived needed no apology, p. 132. *J. A. Pore*, list of ships foundered in the Indian and China Seas, leaving no traces of information how, p. 133. *John*, on the neglect of old commanders and lieutenants, p. 134. *Nestor*, on the reluctance of seamen to re-enter the navy, &c. p. 213. *Albion*, in reply to *J. C.* p. 215. *Palinurus*, on the project of Sir Sidney Smith, respecting the States of Bar-

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* An account is just arrived, that 300 English, French, and others, have been massacred by these wretches at Bona.

bary, p. 218. *A Sea Officer*, proposing a method of expeditiously disengaging a ship from her mooring chains, p. 219. *Nestor*, on the late calamitous shipwrecks, p. 221. *Justitia*, on partiality in the promotion of naval officers, p. 222. *Navalis*, on the expediency of a naval retired list, p. 223. *Albion*, on the American President's Speech, and what should be our consequent conduct, p. 298. *Nestor*, recommending a Retired List, &c. p. 300. *H. C.* in reply to the Biographer of the late Mr. Budge, p. 302. *Halfpayensis*, to H.R.H. the Duke of Clarence, desiring permission for the half-pay officer to accept a small place of profit, without being compelled to relinquish his pay, p. 304. *J. C.* in reply to *Albion*, p. 305. *A. Z.* recommending the inner bark of the plantain tree, as a material in the manufacture of ropes, p. 307. *Anti-Torturer*, on the Impress, p. 385. *Nestor*, on the payment of our seamen on foreign as well as home stations, p. 385. *A Close Observer*, on the polishing system, p. 388. *Alfred*, on the rapid decay of our men of war, p. 388. *An Englishman*, on impressment, p. 392. *Mirabile Dictu*, correcting our account of the list of pensions for wounded naval officers, p. 393. *Arion*, to Lord Melville, recommending the payment of our seamen on foreign stations, p. 393. *Amicus*, on the same subject, and suggesting the propriety of an examination for warrant officers, as well as for lieutenants, p. 396. *Vindicus*, justifying the claims of Sir George Hope, and Captain Bayntun, to the Trafalgar medal, and order of the Bath, p. 396. *Robinson Crusoe*, hints for ascertaining the longitude at sea, p. 397. *Gulielmus Hibernus*, account of the conduct of Sir Edward Tucker, his officers and crew, on board the Inconstant, when on fire, p. 462. *Albion*, in reply to *J. C.* p. 464. *A Friend to the Navy*, on a supposed inclination in certain of our Correspondents, to widen the existing jealousy between the Navy and Army, p. 473.

Following the order of our established sections, the Hydrography next claims our notice; and inasmuch as the *Opifex* is more excellent than the *opus*, we previously assure him, that although *last*, he is very far from being *least* in our grateful estimation; his constant assiduity in the communication of articles for the department of which he has kindly undertaken the sole care, and the judgment with which he suits his subjects, as occasions occur, to the passing events of the times, render his services truly valuable, and our sense of them is commensurate with the benefit. Nor are we alone in this opinion of his services. A scientific cotemporary says of this section of our volume;—That he always looks over the hydrographical communications of the monthly numbers of the NAVAL CHRONICLE, with great pleasure, and has often felt obliged to our Hydrographer, for the first information of useful matter, which perhaps otherwise would not so soon have reached him.

We have now only to repeat our thanks for the continuance of that patronage with which we have been so long honored; and, under the assurance of our best endeavours to deserve the favor, we request the aid of our liberal patrons' interest in a further extension.

BIOGRAPHICAL MEMOIR

OF THE LATE

WILLIAM BUDGE, Esq.

> " Nought can his firmness shake, nothing seduce
> His zeal, still active for the common weal;
> Nor stormy tyrants, nor Corruption's tools—
> To virtue so determined, public zeal,
> And honour of such adamantine proof
> As even Corruption, hopeless and o'er-aw'd,
> Durst not have tempted."——————Thomson.

THOSE who have lived any time in this world, who have had opportunities of observing the vicissitudes attendant on the life of man, and who, at the same time, have not been indifferent spectators, must have been forcibly struck with the elevation of some men, and of others remaining in a state of comparative obscurity, although possessed of equal abilities and zeal in their profession.

The abilities of some men are not indeed easily to be discovered, even by those of considerable penetration, much less by superficial observers; they hide themselves from the eyes of vain curiosity and prying censoriousness; while some, from elevation in rank, assume to themselves a degree of wisdom and judgment to which they have no real title; and may domineer over, and hold in apparent contempt, others, who excel them in these qualities, as much as the lucid orb of the sun excels that of the moon, reflecting a borrowed light.

Shallow streams make a great noise, while those of depth move on silently in their course.

It has justly been observed in the impartial pages of the Naval Chronicle, that a degrading spirit of subserviency is too often necessary, and practised, to work up hill in the naval service; and those who cannot bring themselves to stoop, have often many chances against them, and therefore are generally outstripped in the race by their more supple brethren, unless where interest takes them by the hand.

But are not such things to be found in other situations of life—in other departments of the state?

The subject of the present memoir entered into the navy during what has been called the American war; and being under the patronage of Captain Hamond (now Sir Andrew Snape), he was put by him on board of the Chatham, then commanded by the late Sir Andrew Snape Douglas, his nephew, a young enterprising officer, both being at that time on the coast of America.

In 1784 he was on board of the Goliah, a guard-ship in Portsmouth harbour, commanded by the late Sir Hyde Parker; and in the same year went on board of the Europa, bearing the flag of the late Rear-admiral Innes, appointed to the command on the Jamaica station. Hope held out the prospect of meeting that in a foreign clime, against which the door had been shut at home by peace.

Admiral Innes dying soon after, he returned to England in the Bull-dog sloop of war, seeing no prospect of realizing his hopes; and his patron, the late Earl of Liverpool, seeing as little, at that time, of getting him promoted in the naval service, and being at the head of the foreign plantation office, persuaded him to accept of a situation in the same, with which he reluctantly complied; but never was the profession in which he first set out in life forgotten; never were his companions lost sight of.

Mr. Budge rose by gradation, as is usual; and in 1794, was removed to the secretary of state's office for the home department, being a new establishment, and was also appointed private secretary to Mr. Dundas (the late Lord Melville), then at the head of the department.

It has been observed, that his partiality for the navy never left him. He cultivated a correspondence with many officers whom he had known while serving at sea; and also with others with whom he afterwards became acquainted. He ever manifested a strong desire for obtaining information respecting the state of the different ships of war, and distribution of the naval force of Great Britain; and also on the same points, respecting that of the different maritime powers; and to such a length had his indefatigable exertions carried his inquiries, and crowned them with success, that perhaps no individual, in any country, possessed a more accurate knowledge of the state of the different navies in Europe.

However enigmatical it may appear, it has been asserted from good authority, that he was the first who intimated to government the unexpected strength and number of ships of war that Buonaparté had despatched to St. Domingo. In the preliminaries of the peace of Amiens, it has been said, there was a secret article,* permitting a certain number of French ships of war to carry troops to St. Domingo; that this number was limited to sixteen; and in order that the force might proceed unmolested, it is said, the British ships of war were directed to retire from the coast of France.

Buonaparté paid as much attention to this article, as to any in his numerous treaties with different powers, where it suited his views to act contrary to the spirit and meaning; he therefore augmented the armament to *forty* sail of the line, French, Spanish, and Dutch; with about *fifty* frigates and corvettes, having on board a formidable army,

Lord Hobart, who at that time presided at the head of the department in which Mr. Budge was employed, asked him how he came by his information? He was answered in a suitable manner, but which could not be very gratifying to any one high in office, who ought to have been able to give information, not to seek it from such a source; he therefore made no reply.

This unexpected information caused about fifty ships and vessels of war to be sent to Jamaica, from Great Britain, Ireland, and the Mediterranean, between the signing of the preliminaries and the definitive treaty.

It will be readily imagined, that a mind so ardent and patriotic was not idle in observing the storms that agitated-Europe; and in conceiving plans for the most favourable distribution of the British naval force, so as to counteract the plans of her numerous and formidable enemies.

In a warfare so complicated and extended, those in possession of much information might be deceived in some points; and plans may have been submitted to government, by different individuals, of the accuracy of which perhaps no just judgment could be formed, unless put in execution by those capable of giving them effect; and in all human affairs, there will always be a diversity of opinion; even in those supported on one side by undeniable facts and evidence.

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* Secret articles in treaties with the faithless revolutionary government of France do not appear ever to have favoured the power that was so unguarded as to make them.

To an incessant thirst for naval knowledge,* Mr. Budge joined a scrupulous attention to the duties of his office; and this being joined to an inflexible integrity, he might not be viewed in the most favourable light by any who were looking with longing eyes and itching fingers on the loaves and fishes; on sinecures and pensions; and who could not endure the thought of an observer of this stamp being at hand, with penetrating eyes and discriminating judgment, weighing in the balance of justice the abilities and pretensions of those who got such things in possession.

To this may be attributed the neglect he experienced at the change of ministry: when Mr. Dundas (the late Lord Melville) went out of office with Mr. Pitt, previous to the conclusion of the truce of Amiens, the zealous, the faithful, the well-informed Mr. Budge, was left as when he first went into the secretary's office.

This would have been galling to a mind that could not produce half the pretensions to notice, when it beheld so many advanced who had no greater claims, or so great as itself; how wounding must it then have been to the soul actuated by conscious rectitude and unwearied zeal in the public service? This drew from him a severe rebuke, in which he asked, if it were because he had served so faithfully (in the capacity of private secretary), that he had been treated with such unmerited neglect? The remonstrance was so unexpected, spirited, and so strongly supported by justice, that notwithstanding the known abilities of the late Lord M. the force of truth threw him into apparent confusion, while he endeavoured to exculpate himself from the charge. Yet Mr. B. did not attribute the treatment he experienced to any dislike on the part of Mr. Dundas, or insensibility of the value of his services; but to *busy bodies*, of whom there are enough in every situation of life; particularly one, who had secured "cheese parings and candle ends" to himself and relations; and who, though a superior in office, was, perhaps, not pleased with the stiff erectness of Mr. Budge's superiority of intellect and information. Yet sometimes such men may appear great financiers and calculators; and may even please the ears of John Bull, when appearing all zeal in behalf of his purse.

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* It would be well, if those whose situations could render general knowledge effective in national affairs, were ever under the influence of a spirit equally desirous of intelligence in all maritime affairs.

It certainly raises deep regret and indignation in every mind, where the sense of justice is predominant, when the faithful and zealous servants of the country are unworthily treated, through the secret intrigues and suggestions of parasites, who are endeavouring to grasp all they can under cover; while in public they appear the flaming patriot, and talk loudly of savings, and curtailment in the public expenditure, in those things from which they can derive no personal advantage, or no longer have an opportunity of touching, or when satiated with previous acquisitions. And then, O how penurious of the public purse; what eagle eyes in perceiving afar the carrion of which they cannot partake; how loudly they declaim against wasteful expenditure, that the nation may hear and admire their vigilance and patriotism. As a proof that Lord Melville was fully satisfied with the abilities and faithfulness of Mr. Budge (and it must be allowed that few could be more competent to judge), and that the latter ascribed little part of the neglect he had experienced to his Lordship's real sentiments; when that nobleman was appointed First Lord of the Admiralty, at the persuasion of Sir Andrew Snape Hamond, Mr. B. offered his services as private secretary, observing to his Lordship, that he must be well qualified for judging how far he was capable of discharging the duties of the office. Of this his Lordship was so fully satisfied, that he immediately accepted the offer; and it will be allowed by those who knew the man, that his Lordship could not have made a more happy choice, for fidelity and naval knowledge.

Here it will be proper to leave Mr. Budge for a time, and take a retrospective view for some years, that the reader may be more intimately acquainted with the bent of his mind, and his attention to naval affairs; and this will be done by extracting some passages from his letters.

Passing by those during the Spanish and Russian armaments, in 1790 and 1791, and also for various information respecting the dock-yards, &c. &c. the first that shall be noticed is in November 1793, wherein he says :—

" Let me know what ships have been commissioned at Portsmouth since the commencement of the present year, including all classes: also, when the Portuguese fleet arrived and sailed ; and any foreign ships that may have been, or are now at Spithead."

After noticing the failure of the expedition sent against the French West India Islands in 1793, and the number of vessels left at St. Pierre, he adds :—

" I should think, if a squadron were to be sent out, it is very probable many of those vessels which went to America would be met with ; though I am rather inclined to think more of them will attempt to run home than come under convoy.

" What are you doing with so many frigates and sloops at Spithead ? Would they not be better on the coast of America, protecting our trade ? Or on the coast of France, interrupting theirs ?—The surrender of Toulon is a great event. My humble opinion on the matter is, that it would be far greater, were the whole of the ships and arsenal destroyed."

How justly this opinion was formed, a short time evinced.

In a letter dated the 3d January, 1794, he says :—

" I was much disappointed at not receiving some account of the chase of the French squadron ;* particularly as you know it would have been a great feast to me.

" Will you explain exactly the meaning of the signal, for a ship, when in chase, to come into the admiral's wake in starboard line of bearing ?—Do also learn whether any signal was made for a general chase ; and what is the meaning of the signal for the fleet to close round the admiral, when at the same time the signal is made for battle, and to engage as you come up ? What reason is assigned for calling in the ships on the following morning, when part of the enemy's squadron was in sight ? And why did not the fleet return off Brest ?"

In a letter dated the 4th of January, 1794, when making observations on the successes attending the arms of France, he observes—

" Some now begin to shew the same symptoms that I have been so long infected with ; and to perceive, that the disposition of our naval force has been too lamentably neglected. The change in our marine minister, is, in my humble opinion, a very favourable event ; and will, if things are not gone too far, in the ensuing campaign, rescue Great Britain to the sovereignty of the ocean.

" This you will most likely say she has been hitherto. However, if you do, I think it is more than you can support ; though I most readily admit the great superiority of skill which our officers and men possess over the enemy; and which, whenever they have an opportunity, they most gloriously display; but taking the subject in the point of view in which it ought to be considered, under the present circumstances, we really cannot say that we are truly so. For, instead of our having shut up the ports of France, and kept the commerce of this country protected against her cruisers, our losses are not precedented in the annals of our naval history. These last three months we have, upon an average, lost *fifty* sail in each; and upon an average of the last year, from *thirty-five* to *forty* sail monthly.

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* The squadron chased by that under Lord Howe.

"When we consider the means which are pursued in France to carry on the war, and the means which must be adopted in this country, I take the balance to be decidedly in favour of the enemy. And as long as they can maintain the good fortune they have hitherto experienced, it will not be material whether they have any trade or not, farther than what is carried on in neutral bottoms, and the supplies which they receive by the numerous captures made from the allies.

"As to their coasting trade and their victuallers, which pass to and from Brest, Havre, Cherbourg, &c. it is, and has been, carried on all the war without interruption, in fleets from *twenty* to *fifty* sail.

"I have heard of at least TWENTY of these convoys; but I hope I shall hear of no more of them in future, till their arrival be announced at some of our ports." &c. &c.

In this Mr. Budge was disappointed; for although they have been sometimes interrupted, the coasting trade of France was carried on much in the same manner, until the termination of the war in 1814. For this there may be assigned various reasons. Notwithstanding the immense naval force of Great Britain, it does not appear that it has ever contained a description of vessels properly adapted for cutting off and destroying the coasting trade of France; and the formidable appearance of *Proctor's bills* has tended much to damp the ardour of such hazardous service, under the fire of batteries and such numerous musketry, where the fruit of danger, blood, and wounds, has gone to enrich those in office on shore.

But it is certainly high time that the nation should look seriously into this subject, and place before her eyes the immense incomes which individuals have derived from the toils of the British navy; and set bounds to the expense of condemnation. One per cent out of the whole captures during a war would be immense; but when we hear of men receiving thirty thousands per annum, it must be allowed to be a shameful violation of justice. Do they talk of their duties? What are they to those of men who are continually in the midst of dangers and death? who are upon an enemy's lee shore, amidst the horrors of the tempest, and the blackness of night? who are continually exposed to all the dangers inseparable from warfare carried on upon the enemy's coast, where the combatants are exhausting the vigour of youth, many of them to close their eyes for ever, many to return maimed and mutilated, and many to be pierced to the quick, at finding all their prospects blasted by the paralyzing and fleecing effects of a *Proctor's bill.* No wonder such a stand is made against the officers of the navy choosing their own Proctors: but is justice at the bottom of this objection?—So those may tell us who reap the fruits of the present oppressive system of gain. The condemnation of every vessel ought to be limited in expense to a certain per centage, and this only to amount to a certain value on vessels that may be richly laden. The system by which the enemies of Great Britain have found so great a protection to their commerce in neutral bottoms, ought to be probed to the quick; and no perjured person allowed to appear the second time in court; no firm covering a fraud of millions; an extent of wealth which no firm ever has possessed, or ever will possess; the nursery of perjury and deception.—Nothing in the nation calls louder for investigation and reform than the subjects mentioned. It is sincerely to be wished, that this Augean stable may be cleansed before it becomes more intolerable.*

But to return to Mr. Budge—In a letter of the 9th of February, 1794, he inquires:—

> "Have the goodness to inform me when the troops arrived in the West Indies from Halifax, and with what convoy; when the troops, &c. arrived from Gibraltar, and with what convoy; when the Vengeance arrived, what ships were with her, and what convoy; and when the respective convoys sailed for Europe, and under what protection; as well as the naval force left in the Leeward Islands, and at Jamaica, on your return to Europe."

In a letter of the 2d April, 1794, he says:—

> "The King of Prussia is unworthy of the name.
>
> "As your squadrons are on the move, let me beg of you to keep an account, for me, of the ships which sail, the dates of their sailing and returning, as well as of the outward-bound convoys.

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* See Mr. Brown's Letter to the King of Prussia, 𝔑. 𝔆. vol. xxxi. p. 288.

"Whether we shall attempt Concalle Bay or not, I cannot pretend to say; but if not, O shame!"

In another of the 26th of June, 1794, which savours of true and inflexible patriotism, he proceeds, as usual, to seek information:—

"When the firing ceased, what number of H.M.'s ships were in a state to continue the action? and what number of the enemy's? At what distance the van and rear ships of the British fleet from the commander-in-chief? and at what distance were the same ships in the enemy's fleet from their commander-in-chief?—When the firing ceased, how far were the commanders-in-chief from each other? and what state was the French admiral in? What are the reasons assigned for suffering any of the French ships which were dismasted to escape? and what prevented the British fleet from following that of the enemy?

"Were not more of the French ships which escaped, in a disabled state, than of British ships in a similar situation? Had the British or French the greatest number of frigates? and did the frigates of either fleet receive any damage during the action?

"How were the disabled British ships disposed of? and how the prizes? Were they towed by frigates, or ships of the line? and were all the prizes totally dismasted? &c. &c.—Pray visit all the prizes, and give me an account of them."

This mode of writing to different officers, men of observation, and who could give accurate information of various transactions which never appeared before the public eye, must have put Mr. Budge in possession of a mass of information highly interesting and important in writing the naval history of the late war, for which he was assiduously collecting materials; and it may certainly be justly regretted, if his death be the cause of his preparations being for ever lost to the country.—In a letter dated 12th January, 1795, he thus expresses himself:—

"I wish to know what the navy think of the new first lord of the Admiralty?* I entertain the most favorable opinion, as he is a very assiduous, honest, and gentlemanly-like man, possessed of a sound understanding, and equal in his private and public character, to any nobleman of the realm."

In one dated August, 1796, is as follows:—

"The idea of invasion is prevalent, and the people, in general, in a state of lethargy. I yet, however, have full confidence in the navy; and really believe, that the united fleets of France, Spain, and Holland, would be sooner crushed, than the shattered remains of the French alone. For, when they are united, I have little doubt but they will meet you; and when they do, I have no doubt but they will be defeated. While the French remain unsupported, they will confine themselves to the annoyance of our trade.

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* Earl Spencer.

In 1796, to a friend just arrived from the Mediterranean:—

"Pray let me know when you come to town, as I shall insist upon a *tête-a-tête*. Should, however, your visit be deferred, tell me how you left our naval force in the Mediterranean; and whether the Spaniards are equal to Jarvis? The state of the French fleet at Toulon; and the disposition of the Neapolitan squadron? I am also anxious to know, whether the Venetians have equipped any of their ships, and what their sentiments are, if you have heard any thing on that head?"

On the Bantry Bay business, dated the 7th January, 1797:—

"I am very desirous to receive from you, a correct list of Lord Bridport's fleet, the hour of its sailing, and the reinforcements which have been sent to him. ——— conduct on the occasion appears to me worthy of the most positive and direct censure; though I am seriously afraid he will not meet his deserts. - Alas, public virtue and public spirit seem to be in a deep decline; and as far as they are affected in the naval world, I fear, we may attribute the same to the evil that arises from the immense wealth acquired by booty and prize-money, and the avarice of many individuals.—Be active, be vigilant."

From the extracts that have been given, it will be perceived, that Mr. Budge's correspondence was of no trifling nature; that it entered deep into the naval department; and was desirous of beholding every transaction in its true colours, not through any false medium; and, that if his correspondents acted up to his wishes, they had no common task to perform; and, for obvious reasons, in some cases, highly hazardous.

Possessed of the most accurate information respecting the movements of the British fleets and squadrons, and also of those of France and Spain; with the effects of the prevailing winds in the Channel of England, upon her ships of war and expeditions attempting to gain the Atlantic Ocean, it need not be wondered at, that a mind so informed, and actuated by motives *purely patriotic*, should have examined with scrutinizing impartiality the south-west coast of England, for a situation (if such existed), where the difficulties of gaining the western ocean, during long successions of westerly winds, might be in a great measure obviated.

A mind so actuated could only be anxious for ascertaining the *truth*; and it had opportunities enough of discovering the truth of the saying of the man of wisdom, that "great men are not lways wise;" also that it does not always follow, that "the aged understand wisdom." Furthermore, he must have long discovered, that the patriotism of men often went no farther than the point where the interest of self was identified with that of the country.

After what has been said, it may be expected, as a natural consequence, that Mr. Budge should have been solicitous to find the capacities of a harbour situated near to the Lizard; which had not been used but for the accidental convenience of convoys, expeditions, and ships of war, when meeting with adverse winds, near the western extremity of the Channel, after being some time from Spithead or Plymouth.

It must have forcibly struck every inquiring and impartial mind, if this harbour was capable of containing and giving security to large convoys, expeditions, and squadrons of ships of war, which it had done in numerous instances; why was it not at all times capable of doing the same thing? and as a natural inference, why not fit for a naval station?

Sophistry may attempt to evade the force of this TRUTH; but the patriotism which only considers the true interests of a country, will naturally pause, ponder, and inquire.

What millions would have been saved to the country, in her naval concerns, had disinterested inquiry always been the Pole-star of those into whose hands her interests have been committed.

When his friend, Lieutenant Manderson, was appointed, in 1800, to command the Chatham, stationed in Falmouth harbour, Mr. Budge requested him to bestow some attention on its examination, for the reasons already mentioned; that he might add the information derived through this source to his store of valuable naval curiosities.

Neither of these persons could have the least interested motive in examining the harbour of Falmouth. They were altogether strangers to every landholder, and every inhabitant about the place. They had purchased no leaseholds which might be rendered more productive by its becoming a naval station. They then could have no desire but to ascertain the truth. But this subject must be concluded hereafter.

Mr. B. submitted to Lord Chatham, when at the head of the Admiralty, a plan for employing a certain number of vessels of war as cruisers, that had been taken from the enemy, with a roving commission, under certain limitations. Although the plan was not altogether adopted, yet a western squadron was formed, which rendered essential service in cutting off the hostile cruisers, and harassing the enemy upon his own coast, by the sudden eruptions it was enabled to make into the Bay of Biscay, when sailing from the harbour of Falmouth.

The following is the substance of the plan :—

" My Lord,

" The very exalted situation in which your Lordship is placed, together with the particular zeal which I feel for his Majesty's naval service, have induced me to submit to your Lordship's consideration, the equipment of a flying squadron, to be *entirely* composed of ships taken from the enemy, and to be commanded by officers who have distinguished themselves either in the capture or destruction of the enemy's frigates during the present war, or in the glorious naval victory obtained by the gallant veteran, Earl Howe.

" This, my Lord, if it be practicable, might prove highly beneficial to the country, and from my knowledge of the naval service, I believe it to be so ; therefore, it must entirely rest with your Lordship whether it be adopted or not. .... There should not be any positive limitation as to their plan of cruising ; although this should seldom extend beyond what is called the narrow seas. There have been few ministers in this, or any other country, to whom the world has not attributed some favourite plan that predominated over all others ; and as the Navy of England is the pride of every true Briton, so it must be that of your Lordship, more particularly than any other of his Majesty's subjects, from your holding the situation of first lord commissioner of the Admiralty ; which, in the time of war, appears to be the most important ministerial function in Europe.—You may therefore be disposed to give the following proposal a favourable consideration, even should it be thought that the present arrangement of our naval force will not admit of the measure being adopted.

" This squadron, or fleet it might be called, should consist of the ships mentioned in the margin,* and to be manned by volunteers ; which, I will venture to say, would be fully effected in two months at the farthest, or probably within one month; particularly if the crews of each of the different ships now under the command of those officers your Lordship might select, were permitted to follow their respective commanders in this animated service.

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* " Ships of the line :—Sans Pareil, 80 ; La Juste, 80 ; Pompée, 80 ; Puissant, 74 ; L'Amerique, 74 ; La Norberland, 74 : frigates, La Pomone, 40 ; Le Arethuse, 40 ; Le Revolutionaire, 40 ; La Reunion, 36 ; L'Engegeant, 36 ; La Prompte, 24 ; L'Espoir, 16 ; and L'Espiegle, 16."

"I am well satisfied that the whole mercantile interest of this nation, as well as various corporate bodies, would second your Lordship in the execution of an object so desirable for promoting the interests of the navy, and materially adding to the safety and prosperity of the commerce of the British Empire.

"This force would be of itself nearly equal to the protection of all our trade passing through the Bay of Biscay; and would also be superior to any of the separate squadrons of the enemy; especially when the grand fleet, or any considerable detachment from it, should be in motion.

"Amongst the officers who have singularly displayed their professional talents in the present war, exclusive of those particularly engaged in the memorable first of June, I beg leave to mention to your Lordship the following gentlemen:—Sir Andrew S. Douglas, Captain B. S. Rowley, Sir John B. Warren, Captain Thornborough, Sir James Saumarez, Sir Edward Pellew, Captain Jonathan Faulkner, Captain Nagle, Sir Richard J. Strachan, and Sir William S. Smith. The unexampled exertions of the last mentioned officer, in the destruction of the French marine at the evacuation of Toulon, will be ever remembered by the country.

(Signed) *A Friend to the Navy.*"

In September, 1801, Mr. Budge published in the Antijacobin Magazine, "A Review of the Political State of Europe." It would be swelling this memoir too much to extract at large; therefore, on the political principle that influenced Buonaparté towards Austria and Prussia, let the following suffice:

"Thus, are these two great powers influenced in their proceedings towards each other, by the crafty policy and destructive principles which govern Buonaparté and modern France: a fatal infatuation seems to have seized them, and Heaven only knows where it will stop."

After noticing St. Domingo as the principal source of the mercantile navigation of France, and therefore of her military marine, he observes:—

"Indeed, it is owing to the wonderful extent and magnitude of our mercantile marine, that we are at this moment enabled to maintain our ground, and thereby prevent the entire subversion of every establishment in Europe."

After mentioning the various branches of British commerce, he says:—

> "There are collectively employed and registered, according to the most unquestionable authority, 17,295 British vessels, amounting in burthen to 1,666,481 tons; and (allowing one man to every twelve tons), navigated by 138,873 men. This is by far the greatest *mercantile marine* that ever belonged to any one nation; and from this grand source our *military marine* is consequently supplied. France has so fully felt the effect of this, that she will make every effort to reduce our maritime power and commercial prosperity."

After speaking of the critical state of Portugal, and the seeming probability of her becoming again a province of Spain, and Buonaparté endeavouring to possess himself of the Brazils,* he observes:—

> "These colonies may be saved to the House of Braganza, and its authority preserved in the kingdoms and provinces which are at present subject to the dominion of Portugal in South America; and by the emigration of the loyal part of the Portuguese nation with their Prince, would soon become, under a wise sovereign, one of the greatest nations in the world."

How just the view of Mr. Budge was on this subject, time has fully developed.—No man can pretend to infallible opinion when attempting to look into the future; and assuredly no one could have predicted, or foreseen, the wonderful events that have sprung out of the French revolution, and the expulsion of its arms out of the kingdoms it had conquered and subjugated, at the period, and in the manner in which it has been effected. That after the royal family of Spain were prisoners in France, and a brother of Buonaparté seated upon the throne of that country in Madrid, and the arms of France in possession of all the strong holds and fortresses of the kingdom; that after they had over-run Portugal, obliged the royal family to fly and emigrate to the Brazils, and planted their victorious standards upon the walls of Lisbon; and these kingdoms, to all human appearance, were expiring within the mighty grasp of France; that after all this, with the aid these nations should receive from Great Britain, on their plains, and upon their mountains, those armies should be harassed, wasted, and defeated, that had subverted many governments, and humbled the mightiest powers: that they should at last shrink before the combined armies of Britain, Spain, and Portugal, be driven from the latter kingdoms, and pursued by their conquerors on their own soil, and the laurels of their military prowess wither and fade away. That this noble example should rouse the oppressed nations of Europe by one mighty effort to shake off the galling yoke.

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* The daring projects of Buonaparté, and the gigantic strides of his military power, appear to have so impressed the minds of many, as to believe him capable of every thing. He might have endeavoured to send a force to the Brazils; what then? his naval power could not protect his army. Assailed by sea, and opposed by land, the troops must have perished, or been taken.

It has been already observed, that when the late Lord Melville was appointed first lord of the Admiralty in 1804, he again took Mr. Budge for his private secretary. In that office he laboured with all that indefatigable and disinterested zeal, so natural to his patriotic mind.

He now endeavoured to bring into notice the harbour of Falmouth, with the aid of his friend already mentioned. In this business, nothing could have possibly biassed his mind, but the promotion of the interests of his country, when viewing the situation and the movements of her marine.

The minister who then presided over the affairs of the nation, being actuated by the same patriotic sentiments, received the proposition favourably, being fully sensible of the importance of the situation to the country. After inquiry, his determination was fixed; he looked only to the country, and turned himself from all other representations.

But his death caused the strangling of the infant establishment, by the unhallowed hands of ignorance, prejudice, self-interest, and self-convenience. These tyrants domineer more over the affairs of mankind and of nations than many may be willing to allow; and even much more than many are sensible of in their own minds. It requires no common degree, but an uncommon degree, of self-examination and scrutiny, for any man to know what are the motives which influence his conduct, when the least thing relating to self interest is concerned. Hence arise those innumerable sceptical and plausible reasonings amongst mankind against the truth, let the matter of dispute be what it may.

Mr. Budge, when writing to a friend on the triumph of stupid hostility against Falmouth harbour, most justly remarked, "it is unfortunate for the country, that some men have the power of doing so much mischief." He endeavoured to prevent it through the late Lord Melville; but he was not aware that the disinterested patriotism of Lord M. had been tampered with and misled by plausible pretexts, destitute of impartial and correct information.

It is sincerely to be lamented, when the best intentions are thus imposed upon. Because an officer bears a flag, is he therefore better qualified than another, bearing only the commission of a lieutenant, to determine on the most important interests of a country respecting local situation and circumstances, to judge of which, he possesses no adequate information? Against such a decision, every impartial professional man will heartily dissent.

It is deserving particular remark, that the espousing of a situation for a new naval establishment, which had no other object in view but the interests of the country, devolved upon men who could receive no advantage from the adoption in a local point of view, having neither freeholds, copyholds, leaseholds, nor relatives about the place, that could be in any manner benefited; and that the landed interest has stood aloof, not using any means, directly or indirectly, to influence the government. This was most undoubtedly highly honourable in one point of view; but deserving of blame in another; as it was suffering all the weight of interest to be thrown into the scale of plausible arguments, without an effort to discover on which side the *diamond of truth* was to be found, which alone could be worth prizing in the eyes of the country.

A certain sea-lord at the Admiralty some years since, declaiming against it in all the plenitude of power, at last summed up his antipathy in the following assertion:—"*I am told, Sir, that it is not even fit for frigates*"!!!—But after this condemning assertion was uttered, he had the candour to add, "I own that I know nothing of the place myself; but I have it from one of the first officers in the service, and that is Sir Richard Keats."

Every one who knows Sir Richard, will be ready to admit his abilities; but some to whom this anecdote has been related, and who knew him when attached to the western squadron that rendezvoused in Falmouth harbour, have startled at the relation, and readily expressed their doubts on the point, and that there must have been some mistake.

[To be continued.]

NAUTICAL ANECDOTES AND SELECTIONS.

MUTINEERS OF THE BOUNTY.*

THE following particulars respecting the descendants of the survivors of these men cannot fail to be perused with great interest by all our readers:—

It is well known that, in the year 1789, his Majesty's armed ship the Bounty, while employed in conveying the bread-fruit tree from Otaheite to the West Indies, was run away with by her men, and the captain and some of his officers put on board a boat, which, after a passage of 1200 leagues, providentially arrived at a Dutch settlement on the island of Timor. The mutineers, 25 in number, were supposed, from some expressions which escaped them, to have made sail towards Otaheite. As soon as this circumstance was made known to the Admiralty, Captain Edwards was ordered to proceed in the Pandora to that island, and endeavour to discover and bring to England the Bounty, with such of the crew as he might be able to secure. On his arrival, March 1791, at Matavai-bay, in Otaheite, four of the mutineers came voluntarily on board the Pandora to surrender themselves; and from information given by them, ten others (the whole number alive upon the island) were in the course of a few days taken; and, with the exception of four, who perished in the wreck of the Pandora, near Endeavour Straight, conveyed to England for trial before a court-martial, which adjudged six of them to suffer death, and acquitted the other four.

From the accounts given by these men, as well as from some documents that were preserved, it appeared, that as soon as Lieutenant Bligh had been driven from the ship, the 25 mutineers proceeded with her to Toobouai, where they proposed to settle; but the place being found to hold out little encouragement, they returned to Otaheite, and having there laid in a large supply of stock, they once more took their departure for Toobouai, carrying with them eight men, nine women, and seven boys, natives of Otaheite.

They commenced on their second arrival the building of a fort; but by divisions among themselves, and quarrels with the natives, the design was abandoned. Christian, the leader, also very soon discovered that his authority over his accomplices was at an end; he therefore proposed that they should return to Otaheite; that as many as chose it should be put on shore at that island, and that the rest should proceed in the ship to any other place they might think proper. Accordingly they once more put to sea, and reached Matavai, 20th Sept. 1789.

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* We have great pleasure in stating to the public, who have been so much interested in the fate of the recently discovered demi-British colony in Pitcairn's island, the descendants of the mutineers of the Bounty, that it is the laudable purpose of government to render them every possible assistance; they will be amply supplied with implements of husbandry and of useful handicrafts, and with all those utensils of European manufacture, which can contribute to their comfort or increase their happiness.

Here 16 of the 25 desired to be landed, 14 of whom, as already mentioned, were taken on board the Pandora; of the other two, as reported by Coleman (the first who surrendered himself to Captain Edwards), one had been made a Chief, killed his companion, and was shortly afterwards murdered himself by the natives.

Christian, with the remaining eight of the mutineers, having taken on board several of the natives of Otaheite, the greater part women, put to sea 21st Sept. 1789; in the morning the ship was discovered from Point Venus, steering in a north-westerly direction; and here terminate the accounts given by the mutineers who were either taken or surrendered themselves at Matavai-bay. They stated, however, that Christian, on the night of his departure, was heard to declare, that he should seek for some uninhabited island, and, having established his party, break up the ship; but all endeavours of Captain Edwards to gain intelligence either of the ship or her crew, at any of the numerous islands visited by the Pandora, failed.

From this period, no information respecting Christian or his companions reached England for 20 * years; when, about the beginning of 1809, Sir Sidney Smith, then commander-in-chief on the Brazil station, transmitted to the Admiralty a paper, which he had received from Lieutenant Fitzmaurice, purporting to be an "Extract from the log-book of Captain Folger, of the American ship Topaz," and dated "Valparaiso, 10th October, 1808."

About the commencement of the present year, Rear-admiral Hotham, when cruising off New London, received a letter, addressed to the Lords of the Admiralty, of which the following is a copy, together with the azimuth compass, to which it refers:—

"MY LORDS, "*Nantucket*, *March* 1, 1813.

"The remarkable circumstance which took place on my last voyage to the Pacific Ocean, will, I trust, plead my apology for addressing your Lordships at this time. In February, 1808, I touched at Pitcairn's Island, in lat. 25° 2′ S. long. 1° 30′ W. from Greenwich. My principal object was, to procure seal-skins for the China market; and, from the account given of the island in Captain Carteret's voyage, I supposed it was uninhabited; but, on approaching the shore in my boat, I was met by three young men in a double canoe, with a present, consisting of some fruit and a hog. They spoke to me in the English language, and informed me that they were born on the island, and their father was an Englishman, who had sailed with Captain Bligh.

"After discoursing with them a short time, I landed with them, and found an Englishman, of the name of Alexander Smith, who informed me that he was one of the Bounty's crew, and that after putting Captain Bligh in the boat, with half the ship's company, they returned to Otaheite, where part of their crew chose to tarry; but Mr. Christian, with eight others, including himself, preferred going to a more remote place; and, after making a short stay at Otaheite, where they took wives and six men servants, they proceeded to Pitcairn's island, where they destroyed the ship, after taking every thing out of her which they thought would be useful to them. About six years after they landed at this place, their servants attacked and killed all the English, excepting the informant, and he was severely wounded. The same night, the Otaheitean widows arose and murdered all their countrymen, leaving Smith with the widows and children, where he had resided ever since without being resisted.

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* *Vide* 𝔑. ℭ. Vol. xxi. page 454.

"I remained but a short time on this island, and on leaving it, Smith presented to me a time-piece, and an azimuth compass, which he told me belonged to the Bounty. The time-keeper was taken from me by the governor of the island of Juan Fernandez, after I had it in my possession about six weeks. The compass I put in repair on board my ship, and made use of it on my homeward passage, since which a new card has been put to it by an instrument-maker in Boston. I now forward it to your Lordships, thinking there will be a kind of satisfaction in receiving it, merely from the extraordinary circumstances attending it.

Mayhew Folger."

Nearly about the same time, a further account of these interesting people was received from Vice-admiral Dixon, in a letter addressed to him by Sir Thomas Staines, of his Majesty's ship Briton, of which the following is a copy :—

"SIR, "*Briton, Valparaiso, Oct.* 18, 1814.

"I have the honour to inform you, that on my passage from the Marquesas islands to this port, on the morning of 17th September, I fell in with an island where none is laid down in the Admiralty, or other charts, according to several chronometers of the Briton and Tagus. I therefore hove-to until day-light, and then closed to ascertain whether it was inhabited, which I soon discovered it to be, and to my great astonishment, found that every individual on the island (40 in number) spoke very good English. They proved to be the descendants of the deluded crew of the Bounty, which, from Otaheite, proceeded to the above-mentioned island, where the ship was burnt.

"Christian appeared to have been the leader and the sole cause of the mutiny in that ship. A venerable old man, named John Adams,* is the only surviving Englishman of those who last quitted Otaheite in her, and whose exemplary conduct and fatherly care of the whole little colony, could not but command admiration. The pious manner in which all those born in this island have been reared, the correct sense of religion which has been instilled into their young minds by this old man, has given him the pre-eminence over the whole of them, to whom they look up as the father of the whole and one family.

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* There was no such name in the Bounty's crew; he must have assumed it in lieu of his real name, Alexander Smith.

"A son of Christian was the first-born on the island, now about 25 years of age (named Thursday-October-Christian); the elder Christian fell a sacrifice to the jealousy of an Otaheitean man, within three or four years after their arrival on the island. They were accompanied thither by six Otaheitean men, and twelve women; the former were all swept away by desperate contentions between them and the Englishmen, and five of the latter have died at different periods, leaving at present only one man and several women of the original settlers.

"The island must undoubtedly be that called Pitcairn's, although erroneously laid down in the charts. We had the meridian sun close to it, which gave us 25° 4' S. lat. and 130° 25' W. long. by chronometers of the Briton and Tagus.

"It is abundant in yams, plantains, hogs, goats, and fowls, but affords no shelter for a ship or vessel of any description; neither could a ship water there without great difficulty.

"I cannot refrain from offering my opinion, that it is well worthy the attention of our laudable religious societies, particularly that for propagating the Christian Religion, the whole of the inhabitants speaking the Otaheitean tongue as well as English.

"During the whole of the time they have been on the island, only one vessel has ever communicated with them, which took place about six years since, by an American ship called the Topaz, of Boston, Mayhew Folger, master.

"The island is completely iron-bound with rocky shores, and landing in boats at all times difficult, although safe to approach within a short distance in a ship.

T. Staines."

We have been favoured with some further particulars of this singular society, which, we doubt not, will interest our readers as much as they have ourselves. As the real position of the island was ascertained to be so far distant from that in which it is usually laid down in the charts, and as the captains of the Briton and Tagus seem to have still considered it as uninhabited, they were not a little surprised, on approaching its shores, to behold plantations regularly laid out, and huts or houses more neatly constructed than those on the Marquesas islands. When about two miles from the shore, some natives were observed bringing down their canoes on their shoulders, dashing through a heavy surf, and paddling off to the ships; but their astonishment was unbounded, on hearing one of them, on approaching the ship, call out in the English language, "Won't you heave us a rope, now?"

"The first man who got on board the Briton soon proved who they were. His name, he said, was Thursday-October-Christian, the first-born on the island. He was then about 25 years of age, and is described as being a fine young man, about six feet high, his hair deep black, his countenance open and interesting, of a brownish cast, but free from that mixture of a reddish tint, which prevails on the Pacific Islands; his only dress was a piece of cloth round his loins, and a straw hat, ornamented with the black feathers of the domestic fowl.—" With a great share of good humour," says Captain Pipon, " we were glad to trace in his benevolent countenance all the features of an honest English face; and I must confess, I could not survey this interesting person without feelings of tenderness and compassion." His companion was named George Young, a fine youth, about 18.

If the astonishment of the captains was great on hearing their first salutation in English, their surprise and interest were not a little increased on Sir Thomas Staines taking the youths below, and setting before them something to eat; when one of them rose up, and placing his hands together in a posture of devotion, distinctly repeated, and in a pleasing tone and manner—" For what we are going to receive, the Lord make us truly thankful." They expressed great surprise on seeing a cow on board the Briton, and were in doubt whether she was a great goat or a horned sow.

The two captains of his Majesty's ships accompanied these young men on shore. With some difficulty, and a good wetting, and with the assistance of their conductors, they accomplished a landing through the surf, and were soon after met by John Adams, a man between 50 and 60, who conducted them to his house. His wife accompanied him, a very old lady, blind with age. He was at first alarmed, lest the visit was to apprehend him. But on being told that they were perfectly ignorant of his existence, he was relieved from his anxiety. Being once assured that this visit was of a peaceable nature, it is impossible to describe the joy these poor people manifested, on seeing those whom they were pleased to consider as their countrymen. Yams, cocoa-nuts, and other fruits, with fine fresh eggs, were laid before them; and the old man would have killed and dressed a hog for his visitors, but time would not allow them to partake of his intended feast.

This interesting new colony, it seemed, now consisted of about 46 persons, mostly grown up young people, besides a number of infants. The young men, all born on the island, were very athletic, and of the finest forms—their countenances open and pleasing, indicating much benevolence and goodness of heart; but the young women were objects of particular admiration, tall, robust, and beautifully formed, their faces beaming with smiles and unruffled good humour, but wearing a degree of modesty and bashfulness that would do honour to the most virtuous nation on earth; their teeth, like ivory, were regular and beautiful, without a single exception; and all of them, both male and female, had the most marked English features.

The clothing of the young females consisted of a piece of linen reaching from the waist to the knees, and generally a sort of mantle thrown loosely over the shoulders, and hanging as low as the ancles; but this covering appeared to be intended chiefly as a protection against the sun and the weather, as it was frequently laid aside—and then the upper part of the body was entirely exposed, and it is not possible to conceive more beautiful forms than they exhibited. They sometimes wreath caps or bonnets for the head, in the most tasty manner, to protect the face from the rays of the sun; and though, as Captain Pipon observes, they have only had the instruction of the Otaheitean mothers, "our dress-makers in London would be delighed with the simplicity, and yet elegant taste, of these untaught females."

"Their native modesty, assisted by a proper sense of religion and morality, instilled into their youthful minds by John Adams, has hitherto preserved these interesting people perfectly chaste, and free from all kinds of debauchery. Adams assured the visitors, that since Christian's death there had not been a single instance of any young woman proving unchaste, nor any attempt at seduction on the part of the men. They all labour while young in the cultivation of the ground; and when possessed of a sufficient quantity of cleared land and of stock to maintain a family, they are allowed to marry, but always with the consent of Adams, who unites them by a sort of marriage-ceremony of his own.

The greatest harmony prevails in this little society; their only quarrels, and these rarely happened, being, according to their own expression, "quarrels of the mouth;" they are honest in their dealings, which consist of bartering different articles for mutual accommodation. Their habitations are extremely neat. The little village of Pitcairn forms a pretty square, the houses at the upper end of which are occupied by the patriarch, John Adams, and his family, consisting of his old blind wife, and three daughters, from 15 to 18 years of age, and a boy of 11; a daughter of his wife by a former husband, and a son-in-law. On the opposite side is the dwelling of Thursday-October-Christian; and in the centre is a smooth verdant lawn, on which the poultry are let loose, fenced in so as to prevent the intrusion of the domestic quadrupeds.

All that was done was obviously undertaken on a settled plan, unlike to any thing to be met with on the other islands. In their houses, too, they had a good deal of decent furniture, consisting of beds laid upon bedsteads, with neat covering; they had also tables, and large chests to contain their valuables and clothing, which is made from the bark of a certain tree prepared chiefly by the elder Otaheitean females. Adams's house consisted of two rooms, and the windows had shutters to close at night. The younger part of the females are, as before stated, employed with their brothers, under the direction of their common father, Adams, in the culture of the ground, which produced cocoa-nuts, bananas, bread-fruit tree, yams, sweet potatoes, and turnips. They have also plenty of hogs, and goats. The woods abound with a species of wild hog, and the coasts of the island with several kinds of good fish.

Their agricultural implements are made by themselves, from the iron supplied by the Bounty, which, with great labour, they beat out into spades, hatchets, &c. This was not all. The good old man kept a regular journal, in which was entered the nature and quantity of work performed by each family, what each had received, and what was due on account:—

There was, it seems, besides private property, a sort of general stock, out of which articles were issued on account of the several members of the community; and for mutual accommodation, exchanges of one kind of provision for another were very frequent, as salt for fresh provisions, vegetables and fruit for poultry, fish, &c.; also, when the stores of one family were low, or wholly expended, a fresh supply was raised from another, or out of the general stock, to be repaid when circumstances were more favourable; all of which were carefully noted down in Adams's journal.

But what was most gratifying of all to the visitors, was the simple and unaffected manner in which they returned thanks to the Almighty for the many blessings they enjoyed. They never failed to say grace before and after meals, to pray every morning at sun-rise, and they frequently repeated the Lord's Prayer and the Creed. "It was truly pleasing," says Captain Pipon, "to see these poor people so well disposed to listen so attentively to moral instruction, to believe in the attributes of God, and to place their reliance on Divine goodness." The day on which the two captains landed was Saturday, 17th Sept.; but by John Adams's account it was Sunday the 18th, and they were keeping the Sabbath by making it a day of rest and of prayer.—This was occasioned by the Bounty having proceeded thither by the eastern route, and our frigates having gone to the westward; and the Topaz found them right according to his own reckoning, she having also approached the island from the eastward. Every ship from Europe proceeding to Pitcairn's island round the Cape of Good Hope, will find them a day later—as those who approach them round Cape Horn, a day in advance; as was the case with Captain Folger, and Captains Sir T. Staines and Pipon.

The visit of the Topaz is, of course, a notable circumstance, marked down in Adams's journal. The first ship descried off the island was on 27th December, 1795; but as she did not approach the land, they could not make out to what nation she belonged. A second appeared some time after, but did not attempt to communicate with them. A third came sufficiently near to see the natives and their habitations, but did not attempt to send a boat on shore; which is the less surprising, considering the uniform ruggedness of the coast, the total want of shelter, and the almost constant and violent breaking of the sea against the cliffs. The good old man was anxious to know what was going on in the old world, and they had the means of gratifying his curiosity, by supplying him with some magazines and modern publications. His library consisted of the books that belonged to Admiral Bligh, but the visitors had not time to inspect them.

They inquired particularly after Fletcher Christian. This ill-fated young man, it seems, was never happy after the rash and inconsiderate step which he had taken; he became sullen and morose, and practised the very same kind of conduct towards his companions in guilt, which he and they so loudly complained of in their late commander. Disappointed in his expectations at Otaheite, and the Friendly Islands, and most probably dreading a discovery, this deluded youth committed himself and his remaining confederates to the mere chance of being cast upon some desert island; and chance threw them on that of Pitcairn. Finding no anchorage near it, he ran the ship upon the rocks, cleared her of the live stock and other articles which they had been supplied with at Otaheite, when he set her on fire, that no trace of inhabitants might be visible, and all hope of escape cut off from himself and his wretched followers. He soon, however, disgusted both his own countrymen and the Otaheiteans, by his oppressive and tyrannical conduct; they divided into parties, and disputes, affrays, and murders, were the consequence. His Otaheitean wife died within a twelvemonth from their landing, after which he carried off one that belonged to an Otaheitean man, who watched for an opportunity of taking revenge, and shot him dead while digging in his own field. Thus terminated the miserable existence of this deluded young man, who was neither deficient in talent, energy, nor connexions, and who might have risen in the service, and become an ornament to his profession.

John Adams declared, as it was natural enough he should do, his abhorrence of the crime in which he was implicated, and said that he was sick at the time in his hammock:—this, we understand, is not true, though he was not particularly active in the mutiny:—he expressed the utmost willingness to surrender himself, and be taken to England; indeed, he rather seemed to have an inclination to revisit his native country; but the young men and women flocked round him, and with tears and entreaties begged that their father and protector might not be taken from them, for without him they must all perish. It would have been an act of the greatest inhumanity to remove him from the island; and it is hardly necessary to add, that Sir Thomas Staines lent a willing ear to their entreaties, thinking, no doubt, (as we feel strongly disposed to think), that, if he were even among the most guilty, his care and success in instilling religious and moral principles into the minds of this young and interesting society, have, in a great degree, redeemed his former crimes.

This island is about six miles long by three broad, covered with wood, and the soil, of course, very rich, situated under the parallel of 25° S. latitude; and in the midst of such a wide expanse of ocean, the climate must be fine, and admirably adapted for the reception of all the vegetable productions of every part of the habitable globe. Small, therefore, as Pitcairn's island may appear, there can be little doubt that it is capable of supporting many inhabitants, and the present stock being of so good a description, we trust they will not be neglected. In the course of time the Patriarch must go hence; and we think it will be exceedingly desirable, that the British nation should provide for such an event, by sending out, not an ignorant and idle missionary, but some zealous and intelligent instructor, together with a few persons capable of teaching the useful trades or professions. On Pitcairn's island there are better materials to work upon than missionaries have yet been so fortunate as to meet with, and the best results may reasonably be expected.—Something we are bound to do for these blameless and interesting people. The articles recommended by Captain Pipon appear to be highly proper—cooking utensils, implements of agriculture, maize, or the Indian corn, the orange tree from Valparaiso, bibles, prayer-books, and a proper selection of other books, with implements for writing.

OPINION OF A DISTINGUISHED ADMIRAL ON THE SUBJECT OF FLOGGING.

A GALLANT admiral, who is much distinguished in his country's service, was lately asked by a noble Viscount very high in office, to state his opinion as to the punishment of *flogging*; when he replied, "In most cases it ruins a man who is good for any thing, and renders a bad one incorrigible."

SINGULAR STORY.

STRASBURGH, Dec. 28.—The following letter has been addressed to a very respectable person in the city:—

"*Heidelberg, December* 25.

"The whole conversation of this place has been occupied for some days by what is passing at the extreme frontiers of the Grand Duchy of Baden, some leagues from our town, up the Neckar. According to an old tradition, almost forgotten, there used to be heard formerly at Rotterbourg Castle a hollow sound, prolonged for some time, on the eve of some extraordinary event. This castle is situated on the confines of Baden, Darmstadt, and Wurtemburgh, a league to the east of Sickheim, a small town on the great road of Heilbronn. This singular noise has just been heard for four successive days. On its commencement, a courier was sent to inform the government of Carlsruhe of the circumstance. The Grand Duke nominated and sent off a commission of men of science, at the head of which was the celebrated Beckmann, professor of physics and chemistry at Carlsruhe. This commission arrived time enough to be ear-witnesses of what surpasses even the marvellous in the Arabian tales. They heard very distinctly the march of an army, the clanking of arms, the sound of the drum and military music, the movement of the baggage waggons, and a numerous train of artillery, and at last, a grand cannonade and musketry fire! This noise lasted, without interruption, a night and a day; it appeared to issue from the castle of Rotterbourg, in a direction from east to west, traversing a space of four leagues in length, by a quarter of a league in breadth. The population of Sickheim and its environs, together with a crowd of curious people from Heilbronn, Neckargemund, and even Heidelberg, were witnesses of it; the *proces verbal* of the whole has been signed by all the civil administrations and heads of corps cantoned near the spot. We at first hesitated to send you this recital; because it has all the air of a tale invented to impose on credulity, but at last we resolved to communicate it, such as it is generally stated, as a fact attested by a thousand witnesses. We await, however, with impatience, the official report of the scientific persons sent to investigate the affair by the Baden government."

TRIPOLINE PIRACY.

A YOUNG man of Bremen, who was passenger on board of the Danish vessel commanded by Captain Maas, which sailed from Hamburgh in

April, 1815, and was taken by the Tripolines, gives the following account in a letter from Malta, of July 22, which will doubtless be welcome to our mercantile public:—"On the 20th of May we had the misfortune to fall into the hands of the Moors, off Lisbon. They treated us with a cruelty which will hardly be credited by such as have never been in such a situation. The day of our arrival at Tripoli we were led before the Pasha: I told him I was a Dane, because I know that the Turks consider the Hanseatic cities as their enemies. This untruth availed nothing, for the captain of the Turkish frigate, a renegado, assured the Pasha I was from Bremen. This man seized my trunks the day I came on board his vessel, and had probably read my passports. From the palace I was immediately led to prison. The next day I was set to work with the other slaves. The English Vice-consul interfered in my favour, affirming that Bremen was under the special protection of his government. To give effect to this remonstrance, it was necessary to make the first minister of the Pasha a present of a diamond ring, of the value of 140 Spanish piastres. My clothes, money, and letters, fell into the hands of the Turkish captain, who kept them as lawful prizes, so that I have nothing left but what I have about me. The reason that the Danish ships are captured is, "That the Danes had indeed paid the usual present at the proper time, but omitted to pay an additional sum customary on the renewal of peace."—Our readers will doubtless share our wish, that the powerful States would at length put an end to these excesses. It is a disgrace for Germany, that its flag is insulted with impunity by these barbarians, and that its chief commercial cities are excluded from the navigation of the Mediterranean. Our own common interest should make us oppose this injustice, for though we do not directly pay tribute, we are subject to it indirectly, if we must trade in the Mediterranean under a foreign flag.—To suppose that England, great and powerful as she is, should envy or impede us in the assertion of our natural rights, is ridiculous. The British ministers, though they may aim, as they are said to do, at a certain commercial monopoly, are too enlightened to seek the good of their country by such wicked means."—(*Bremen Gazette, Oct. 6.*)

CORNISH HUMANITY!

The Russian galliot, Flora, Thot, master, from Bourdeaux to Riga, lately went on shore at Praar Sand, in Mount's Bay, Cornwall. It being high-water when she struck, she was left dry at the ebb tide; when the barbarians of Breague and Germoe came down in such numbers, that before assistance could be procured from Marazion, they had nearly torn the vessel to pieces, and carried great part of her and the cargo, with the seamen's clothes, &c. into the country. A detachment of the local militia, which arrived shortly after the plundering commenced, could scarcely restrain the wretches from completing the work they had so actively began.

SMUGGLING.

Since the arrival of the late fleets from India, the captains of Indiamen in general have found themselves involved in most serious charges of smuggling. The cases of not fewer than 20 ships or captains, have been brought before the Court of Exchequer on account of these contraband transactions. Three cases only have as yet been determined, and two of them are open to appeal; the one relates to the ship Glatton, and the other to the Neptune; both ships at present stand condemned. They are valued at nearly 60,000*l.* The other case decided upon, refers to the captain of the Henry Addington, who has been exchequered to the amount of 20,000*l.* or upwards. These troubles amongst the Indiamen, as far as our inquiries go, have not originated generally with those who are chiefly interested in the ships, and who will suffer the loss; but in most cases they are petty smuggling transactions, which have been carried on by some inferior officer, passenger, or some of the crew of the ship, unknown to the principals on board. Some of the charges are confined to a few pounds of tea, or to one or two pieces of handkerchiefs. To have got at the facts which constitute the whole of the cases, it is believed that a league must have been formed by most of the *qui tam* attornies eastward; for it appears, as fast as the ships arrived in the river, one or more of these beings introduced themselves to the crew, and extracted from them the necessary information to form the ground of action. Upwards of half a million of property is involved in the whole of the transactions.

BUONAPARTE'S ARRIVAL AT ST. HELENA.

FURTHER particulars of Buonaparté's arrival at St. Helena have reached us in letters from that island, to the 22d of October. On the 16th of that month, his Majesty's ship *Icarus* arrived there with the first tidings of Buonaparte's downfall, of his being a second time so strangely saved from punishment, and of his destination to that island as a place of confinement. The inhabitants were naturally struck with no small degree of surprise. It was of course learnt at the same time, that a very considerable addition would be made to the population of the island by the new garrison, as well as the attendants of the celebrated rebel, the commissioners to watch him, their suites, &c. Accordingly all was immediately hurry and bustle. Provisions experienced a sudden and enormous rise in price. Eggs, which were before about 3 shillings a dozen, now advanced to a shilling a piece. Almost every other article of produce rose in the same proporti and even land itself assumed an increased value of 50 per cent., which is not much to be wondered at considering the small extent of the island, and the still smaller portion that is fit for cultivation, to feed the increased number of mouths. Upwards of 900 troops arrived out in the squadron under charge of the Northumberland. A great bustle took place on the 11th in making preparations for Buonaparté's reception; 80 of the Company's soldiers were stationed to guard the gates, and orders were immediately issued by the governor, that no fishing boats were to be out of harbour after four o'clock in the afternoon. On the 15th the fleet arrived; when some persons from the town were allowed to go on board the squadron to dine. It was some days before all was ready for conveying Buonaparté to the house allotted for his reception. When he landed, he was dressed in a green coat, white waistcoat, light coloured small clothes, white stockings, and cocked hat. The coat was trimmed with gold, and a plain gold epaulette was placed on each shoulder. He held in his hand an elegant telescope, and cast his eyes around him with great eagerness to survey the new objects; possibly not without hope of noticing some particulars, which might, on a fit occasion, assist him to escape. The Company's troops on the island were immediately to be sent to the Cape to do duty there.

Copy of a letter from a gentleman on board the Northumberland.

St. Helena, Oct. 19.

"The Redpole is just getting under weigh for England, and I send you by her the following particulars:—

"We arrived here on the 16th, after a very long and tedious passage, and landed Napoleon on the 18th. He is now living in the country at a gentleman's house of the name of Balcombe, until Longwood is ready for him. His followers are all tired, and heartily regret, I believe, their having accompanied him. Madame Bertrand, who talks pretty good English, exclaimed to me to-day, that the island was a complete desert, "the birth place of the demon *Ennui.*" She wants to go back to Europe already, to educate her children.

"I dined four times with Buonaparté, who talked very little at table, and generally addressed himself to the Admiral. He took very little exercise, about two hours during the day, after dinner. He dispatched his dinner in half an hour. General Bertrand and Las Casas are his greatest favourites; the others he seldom held any conversation with. He played at cards every night, either at loo or whist; in the forenoon at chess. He retired early to bed, and rose very late. His spirits were generally bad, and they are not mended since he came here.

"The island is very closely watched; signals between all the ports in the island and the ships; guard boats and brigs cruize round; so that unless he can fly, it will be impossible for him to escape. No one is allowed to be out of the ship after sun-set, and every ship is ready to slip at the first notice."

H. M. S. Northumberland, St. Helena, Oct. 19.

"I am happy to inform you, that the squadron under Adm. Cockburn's orders arrived safe at this island on the 15th inst. after a passage of 10 weeks; and I have an early opportunity of sending this by a brig, which leaves the squadron to-day, to inform government of our safe arrival with Buonaparté. From the appearance of the place, I am certain they could not have fixed upon a more secure spot; and with the additional means which Sir G. Cockburn will adopt, it will be impossible for him to make his escape, unless he can fly. On the N. W side of the island is the town of St. James, the only town and the only place that can be approached: it is situated in a very deep valley; in the front is a strong citadel, and on each side is an immense high hill or mountain, with forts from the bottom to the summit; and so good are the positions, that I am convinced a large fleet would be destroyed before any damage could be done to the town. Buonaparté's residence is near the centre of the Island, not far from which is a small plain, where the 53d regiment is encamped, and a captain's guard from that regiment constantly attends him; and from his house are only two roads, in which are also guards, and without permission from the commanding officer he cannot pass into the town. No vessels but King's ships are allowed to anchor, but merchant vessels coming here are supplied by the men of war; consequently no boat will be allowed to land any person without a guard. Buonaparté has been cheerful all the voyage, and converses familiarly with every officer. His mode of living on board seemed rather strange to us; he generally arose about 10, then sat on a chair, with only a shirt on, and the sheets over his legs, commonly reading French novels till one, when he would wash himself, and eat a most hearty breakfast. After that he played at chess with any one that was inclined to play with him till five; he then also eat a good hearty dinner, and drank during dinner pretty freely of wine. After which he walked on deck a short time; but he is so very inactive, he observes he could not walk two miles; is very fond of riding, of which in this island he will not get much: he assumes all the attitudes and manners of an Emperor, and his attendants pay him the same marks of respect as when in France; but we shew no other distinction but what is due to a general officer. He was very much pleased with the attention shewn to him whilst on board this ship, however he might have felt upon subjects connected with bringing him here. He publicly thanked Capt. Ross, on the quarter-deck, for his kindness, and requested he would do the same for him to the officers. He appeared very solicitous not to give the least trouble while on board."

CONSEQUENCE OF SHIPS FALLING ABOARD.

The following is an extract of a letter from Captain P. Rodd, of His Majesty's ship Warriour, to Captain Derbyshire, of Liverpool:—

The report of the George having been seen to go down from the Warriour is erroneous, as she was seen afloat as long as it was possible to discern her through the fog, which was full ten minutes after we were clear. She was totally dismasted, and must have been much damaged by the Warrior in her hull, as was the Warriour by the George. Our cat-head, two anchors, part of the fore channel, all the main and quarter gallery carried away, and stern a good deal injured; the Warrior's tiller was carried away just at the moment the George was seen through the fog, about a cable's length, four points under our lee, so that it was impossible to do any thing to get clear of her—had she cut her mizen mast away she might possibly have got off the wind. Her fore and mizen top-masts were gone before the accident, and the mizen-top-sail having blown loose, prevented her from wearing, and the Warrior drifted bodily down upon her. The man who passed as Mate, reports there were two feet six inches water in the George, before the fore-top-mast went; that they were in the act of attempting to pump her at the time it was carried away, but that they were unable to stand at the pump. The ships were aboard each other about a quarter of an hour. The Master (Capt. Dennison), was a most attentive man—was himself on board the Warriour, and returned to the George to save a little boy that was left on board, when the ship parted, and he unfortunately remained.

NOTICE TO MARINERS.

Island of May Light-house.

Edinburgh, December 22, 1815.

THE Light-house on the Island of May being now assumed as one of the Northern Light-houses, and the Commissioners of the Northern Light-houses having directed a new Light-house, upon improved principles, to be erected on that Island, a change in the appearance of the Lights of May and Inchkeith will take place on the night of the 1st of February, 1816.

The Island of May is situate on the eastern coast of Scotland, at the entrance of the Frith of Forth, in north latitude 56° 12′, and west longitude 2° 36′. The present light, being a coal fire, exposed to the vicissitudes of the weather, in an open grate or choffer, will be discontinued on the 1st day of February, 1816, and on that night, a light from oil, with reflectors, known to mariners as a stationary light, will be exhibited, and continue to be lighted every night, from the going away of day-light in the evening, till the return of day-light in the morning.

The Light-house newly-erected upon the Island of May is contiguous to the old Light-house Tower, and similar to it in point of height: and the light being defended from the weather, in a glazed light room, will have an uniform steady appearance, resembling a star of the first magnitude, and be seen from all points of the compass, at the distance of about seven leagues, and at all intermediate distances, according to the state of the atmosphere.

Inchkeith Light-house.

The Light upon Inchkeith, which Island lies within the Frith of Forth, in north latitude 56° 2′, and west longitude 3° 8′ being at present a stationary light, from oil, with reflectors, is to be altered on the night of the 1st of February, 1816, and converted into that description of light known to mariners as a revolving light, without colour, which, from and after that period, will be seen from all points of the compass, exhibiting a bright light, once in every minute, and gradually becoming less luminous, till, to a distant observer, it totally disappears. In this manner each periodic revolution of the reflector frame will alternately shew a bright light, and a light becoming fainter and more obscure until it is totally eclipsed.

By this alteration upon the light of Inchkeith, the present character and description of the other lights upon the coast, the entrance of the Frith of Forth, is preserved: and the possibility of mistaking Inchkeith Light for any of the other Lights of the Frith of Forth, will be effectually prevented.

OCEANIC CURRENTS.

Jamaica, October 28, 1815.

The following has been published by Captain Coulson, late of the ship Port Royal :—

" This bottle was thrown overboard from the William Manning, of London, in lat. 35° N. long. 14° 26′ W. on September 9, 1810.

Thomas Huskisson.

" This is intended to ascertain the current; whoever picks it up is requested to acknowledge it by publication."

Captain Coulson picked up the above bottle on the 19th of the present month, on the S.E. point of H———.

CORRESPONDENCE.

A Synopsis of Naval Actions between the Ships of His Britannic Majesty and of the United States, during the late War. [By a British Naval Officer on the American Station.]

[Continued from Vol. XXXIV. page 471.]

MR. EDITOR, *Halifax, 15th June,* 1815.

AMERICAN ships of war being still at sea, cruising out the time granted by the treaty, I shall, in preference to crowding the whole of the actions into one letter, devote this, exclusively, to that of the Endymion and President.

The official letters of Rear-admiral Hotham, and of Captains Hayes and Hope, are before the public. A few extracts from them will be requisite to enable me to give a full and perfect account of that masterly performance.

The Rear-admiral, emphatically, calls their Lordships' attention to "the ardour displayed by Captain Hope, in the pursuit; the intrepidity with which he brought the enemy's ship to close action; and the undaunted spirit with which the Endymion's *inferior* force was *singly* employed, for the space of *two hours and a half*; leaving honorable evidence of judgment in the position she was placed in ; and of the destructive precision of her fire, in the *sinking state* of her antagonist, the *heavy loss* sustained by him, and his *inability* to make further resistance, when the Pomone arrived up with him ; while the loss sustained by the Endymion was *comparatively small.*"

Captain Hayes, the senior officer, says :—" Captain Hope's exertions enabled him to get his ship alongside of the enemy, and commence close action, at half an hour past five o'clock in the evening ; which was continued with great gallantry and spirit on both sides, for *two hours and a half*, when the Endymion's *sails being cut from the yards*, the enemy got a-head.

Captain Hope taking this opportunity to bend new sails, to enable him to get his ship alongside again, the action ceased, till the Pomone getting up at half-past eleven at night, and firing *a few shots*, the enemy hailed to say, she *had already surrendered*."—He again says—"When the effect produced by her well-directed fire upon the President is witnessed, it *cannot be doubted*, but that Captain Hope would have succeeded, either in *capturing*, or *sinking* her, had *none of the squadron been in sight*."

Captain Hope's letter is a very short one. It contains the following modest expression:—"Where every individual has so conspicuously done his duty, it would be injustice in me to particularize; but I trust, the loss and damage sustained by the enemy's frigate, will shew the steady and well-directed fire kept up by his Majesty's ship under my command."

Although Commodore Decatur's letter, detailing "the particular causes which preceded and led to the capture of the late U. S. frigate President, by a squadron of H. B. M.'s ships, as per margin," is necessarily a very long one; its official character entitles it to some attention.

Passing over, as immaterial, about two-thirds of it, we arrive at—half-past five in the evening; the period when the broadside action is agreed to have commenced. The commodore then writes thus:—

"Our opponent kept off at the same instant we did, and our fire commenced at the same time. We continued engaged, steering south, with steering-sails set, *two hours and a half*, when we completely succeeded in *dismantling* her."—Why not have said, in "cutting her sails from the yards?" —"Previously to her dropping entirely out of the action, there were intervals of minutes, when the ships were broadside, in which she did not fire a gun."—Fatal minutes! to judge by the shot-holes through the President's sides; her "sinking state;" and the *four-fold* destruction among her officers and crew!—Where were the commodore's wits, when he penned that sentence?—"At this period (half-past eight o'clock), although dark, the other ships of the squadron were in sight, and almost within gun-shot. We were of course compelled to *abandon* her."—This word almost provokes a laugh. Which ship, at the period alluded to, had the worst of the action?—"In resuming our former course," he continues, "for the purpose of avoiding the squadron, we were compelled to present our stern to our antagonist; but such was his state, though we were then exposed, and within range of his guns, for *half an hour*, that he did not avail himself of this favorable opportunity of *raking* us.—Was the President standing still, or running away, during this half-an-hour?"—But without minding the commodore's many and glaring inconsistencies, let us turn to the Endymion's log:—"At 7. 58. the enemy *ceased firing*; observed him to *shew a light*.—Conceiving that the enemy had *struck*, *ceased firing*."—This, probably, was being over-scrupulous, in the commodore's opinion. Into what a dilemma he has plunged himself!—He surrendered, but not before "the Pomone had *opened* her fire upon the larboard bow, within musket-shot;" and the Tenedos "taken a raking position" upon the quarter. Not one word of any loss or damage by the Pomone's *opening* her fire, nor of the commodore's returning it, even for the honour of the flag!—How would a *British* commander have acted in this case?—The commodore next says, speaking of his officers and seamen,—"I feel satisfied, that the fact of their having *beaten* a force *equal to themselves*, in the presence and almost under the guns of so vastly a superior force, when, too, it was almost self-evident, that, whatever their exertions might be, they must ultimately be captured, will be taken as evidence of what they would have performed, had the force opposed to them been in any degree *equal*." Who would believe Commodore Decatur wrote this, after he had been three days on board the Endymion? Here are two direct falsehoods, that, in the estimation of those who value truth, will be a lasting stigma upon the commodore's name. Viewing the fact as it really is, the Endymion's action may, indeed, "be taken as evidence, of what" the commodore and his men "would have performed, had the force opposed to them been in any degree equal!" Of his own loss, he confesses himself "unable to give a correct statement;" and encloses a list of seventy-nine; which, he fears, is "short of the number." The Endymion's "loss in killed and wounded," he says, "*must* have been very great. I have not been able to ascertain the extent. *Ten* were buried after I came on board (36 hours after the action); the badly wounded, such as were obliged to keep their cots, occupy the starboard side of the gun-deck, from the cabin bulk-head to the main-mast."

I shall not, I hope, be censured as digressive, for stating, that Rear-admiral Hotham had the funeral service performed over the men he lost, on board the Northumberland, when he destroyed L'Arianne and L'Andromache, French frigates, and Mameluke brig, off L'Orient, in May, 1812. A person that can read *American*, is at no loss to discover the commodore's meaning. It is, that his countrymen may infer, according to the different *grades* of their imaginations, what number of the Endymion's men, exclusive of the "ten" he saw buried, had been committed to the deep, during the whole "thirty-six hours" that elapsed previous to his coming on board. By stating so precisely where her wounded lay, he set the citizens to work, with rules and compasses, to ascertain what number of men might, by possibility, be squeezed into the space between "the cabin bulk-head and the main-mast." The well-known candour of our countrymen, especially on ship-board, warrants us in believing, that Commodore Decatur had heard the Endymion's loss expressly stated, while he was in Captain Hope's cabin. But its diminutive amount, when compared with his own, even as then known to him, forced a concealment; or probably the commodore, relying upon the public declaration of his friend, Captain Porter,—that no honour was to be found among British navy-officers,*—wanted some stronger assurance, before he introduced into his letter the humiliating fact.

The account published in the Bermuda Gazette, of the last of January, called forth a second letter from Commodore Decatur, to the secretary of the navy. Among us, no officer would think of writing a public letter, in answer to a newspaper paragraph. In America, it appears, folks are not so fastidious. The letter is dated, "New York, March 6." The extract published runs thus:—"In my official letter of the 18th January, I omitted to state, that a considerable number of my killed and wounded was from the fire of the Pomone; and that the Endymion had on board, in *addition* to her own crew, one lieutenant, one master's-mate, and 50 men, belonging to the Saturn; and, when the action ceased, was left motionless, and unmanageable, until she bent new sails, &c."—He then informs us, his sword was delivered to Captain Hayes; encloses his *parole*, to shew, "the British *admit* the President was captured by the squadron;" and says, he does so, because the fact was "stated differently in the Bermuda Gazette." As to the loss of any men by the Pomone's fire, it is positively asserted otherwise, in a document I shall presently produce. Next, for the "addition" to the Endymion's crew. Here is the fact:—On the 9th October (subsequent to which she had continued at sea) the Endymion lost, one account says, her first lieutenant, and 30 men killed, and 35 wounded, together with one or two boats, in an unsuccessful attack upon an American privateer. She afterwards fell in with the Saturn, Captain Nash; who took away 30 of her wounded, to carry them to the hospital at Halifax; and lent Captain Hope, in lieu of them, an officer and 50 men. Here, then, the commodore's *addition* of fifty-two, turns out a *subtraction* of ten! Besides, the men employed in the boats on such occasions, are ever among the best; and those lent, or parted with, commonly among the worst on board a ship of war; so that Capt. Hope lost by the exchange, more in strength and efficiency, perhaps, than he did in numbers. The commodore deserves credit for construing for us the word "dismantling," *inadvertently* used in his first. It is a little singular, that, in a letter, written expressly to refute a charge in a newspaper, the principal articles of that charge should be passed over in silence. Perhaps they were *unanswerable*. The Bermuda Gazette, so offensive to the commodore, explicitly says, that at eight o'clock, "the President ceased firing, and shewed a light;" and again, that she had "a complement of 518." As to the stowing away of the 68 men, I am not prepared to discuss it; nor is it of much consequence. The remainder of the commodore's supplementary apology, about giving up his sword, the wording of his parole, &c. is too contemptible for notice.

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* *Vide* the New York Papers in April and May, 1814.

The log-book of one of his Majesty's ships is a record of indisputable authority. Fortunately for the cause of truth, and unfortunately for Commodore Decatur, an extract from the log of the Endymion has appeared in print. The following is taken from the Halifax Acadian Recorder, of April the 8th, and cannot be too attentively read:—

"*Minutes of the Action between H. M. S. Endymion, and the United States Ship President, on the 15th January,* 1815, *extracted from the Endymion's Log-book.*

"At day-light in the morning, all sail set in chase of a strange ship and brig in the east, wind N.W. and N. Majestic, Tenedos, and Pomone in company; passed ahead of our squadron fast. At 1. P.M. all hands at quarters, gaining fast on the chase, and leaving the squadron; at 1. 18. observed the chase throw overboard spars, casks, &c.; at 2. the chase commenced firing from her stern guns; at 2. 30. returned the enemy's fire from our bow guns; at 2. 39. a shot from the enemy came through the head of the larboard fore lower studding-sail, foot of the main-sail, through the stern of the barge on the booms, and going through the quarter-deck, lodged on the main, without doing any other damage. The chase keeping up a quick fire from her stern guns, returned it as our bow guns could be brought to bear; at 4. 10. shot away the enemy's jib-halyards; at 4. 20. shot away the enemy's main-top-gallant sheet; the enemy luffing occasionally to bring his stern guns to bear; gaining fast on the chase, observed that our shot did considerable execution, the enemy's shot passing over us; at 5. 10. gained the enemy's starboard quarter, and preserved the position, evidently galling him much; at 5. 30. the enemy brailed up his spanker, and bore away, shewing a disposition to cross our bow and rake us; put the helm hard a-weather to meet this manœuvre, and brought the enemy to close action, in a parallel line of sailing; at 6. 4. the enemy commenced firing musketry from his tops, returned it with the marine party; hauled up occasionally to close the enemy, without losing the bearing of our broadside; enemy now distant half-musket shot; our sails and rigging much cut, the enemy's fire slackening *considerably*; at 6. 40. the enemy hauled up, apparently to avoid our fire; succeeded in giving him two raking broadsides, and then hauled up also, again placing ourselves on his starboard quarter; at 7. 15. the enemy shot away our boat from the larboard quarter, and lower and main-top-gallant studding-sails; at 7. 18 *the enemy not returning our fire*; at 7. 25. the enemy kept more away, and recommenced firing; at 7. 30. the enemy shot away the larboard main-top-mast studding-sail and main brace; at 7. 32. the enemy hauled suddenly to the wind; trimmed sails, and again obtained the advantage of giving him a raking fire, which he returned with *one shot from his stern gun*—the enemy much shattered; at 7. 40. the enemy kept more away, firing at intervals; at 7. 58. *the enemy ceased firing, observed him to shew a light*; called all hands to bend new sails, &c. *Conceiving that the enemy had struck, ceased firing*; at 8. 10. observed two of our squadron coming up; at 8. 52. new courses, main-top-sail, jib, fore-top-mast stay-sail, and spanker bent, and sails trimmed, ranging up with the chase; at 9. 5. observed one of our squadron run up on the larboard beam of the enemy, and fire into her, *which was not returned, but the light hoisted higher in the rigging.* The ship of our squadron *ceased firing*, and shot a-head; at 9. 45. hailed by the Tenedos, acquainted her of our *not having a boat that could be hoisted out.* Tenedos took possession of the chase, which proved to be the United States frigate President.

Force of the President.

Gun-deck, 30 long 24 lb'rs.
Quarter-deck } 14 42 lb'rs. carronades
1 long 24 lb'r. shifting gun.
1 brass 42 lb'r. or 8 inch howitzer.
Forecastle } 6 42 lb'r. carronades.
1 long 24 lb'r. shifting gun.
In the tops—5 brass 4 lb'rs.
Total—58 guns.
Number of men, exclusive of officers and idlers, by Watch Bill (the only paper found) .... 477.

Force of the Endymion.

Gun-deck, 26 long 24 lb'rs.
Quarter-deck 16 32 lb'rs. carronades.
1 12 lb'r. carronade top gun.
6 32 lb'rs. carronades.
1 long 18 lb'r. chase gun.
Total—50 guns.
Number of men on board at the commencement of the action .... 346.

President's Loss in the Action.—3 lieutenants and 32 seamen and marines, KILLED.—Commodore Decatur, sailing master, 2 midshipmen, and 66 seamen and marines, WOUNDED.

Endymion's Loss in Action.—11 seamen and marines, KILLED; 14 seamen and marines, WOUNDED.

N.B.—The above statement of the President's loss in action, is what the Americans have acknowledged since their arrival at Bermuda; and from their destroying every book and paper on board, relative to the complement and crew, the number of killed can only be taken from their acknowledgment, and although the Pomone fired into her, thinking that she might not have struck, *not a man on board was touched, as all hands were long before sent below to look after their bags.*

It ought also to be observed, that the long 24 lb'rs. on the President's quarter-deck and forecastle, as shifting guns, are, in effect, equal to four; and as she had eight ports on each side on the quarter-deck, and four ports each side on the forecastle, her broadside to the Endymion's is as follows:—

Gun-deck,	15 long 24 lb'rs.	To	13 long 24 lb'rs.
Qr. deck	7 42 lb'rs. carronades, 1 24 lb'r. shifting, 1 howitzer, 42 lb'r.	To	8 32 lb'rs. carronades. 1 12 lb'r. do.
Forecastle	3 42 lb. carronades, 1 long 24 lb. shifting,		To 3 32 lb'r. carronades. *The* 18 lb'r. *chase-gun, not to be brought on the broadside.*

Tops.—5 4 lb'rs.
Total .... 33 guns—To 25 guns,
and 42 lb'rs. carronades—To 32 lb'rs. carronades.
President....1440 tons (so says Commodore Decatur.)
Endymion ..1277 tons."

Captain Hayes states the President's crew at "about 490;" but adds; "the ships having parted company in the gale, no further particulars have been obtained." The above "Minutes" state the crew at 477, "exclusive of officers and idlers." The New York Evening Post—"a picked crew of 500 men." The Bermuda Gazette, first 525; then 518. Commodore Decatur affords us no better guide, than by saying, "with about one *fifth* of my crew killed and wounded." Five times 105, the loss "the Americans have acknowledged since their arrival in Bermuda," makes exactly

523; the number first given in the Bermuda paper. Wishing to be rather within, than without the mark, I shall be contented with the New York estimate, of "a picked crew of 500."

The President's tonnage, as "says Commodore Decatur," if correct even, undoubtedly means *American* measurement. The late American ship Frolick, now the Florida, in our service, measured, according to their account, 509 tons. With us, she measured (I believe I am correct) 548, and upwards. By this scale, the President would measure 1550 odd. Long ago, Commodore Decatur gave the United States the same tonnage he has now given the President. But I was informed by an eminent American ship-builder, that the keel of the latter was four feet longer than that of the former ship, or the Constitution. Our Leander, a few feet shorter than the President, is 1571 tons. That, and no more, shall be my estimate.

The following, then, is submitted, as a fair view of the relative FORCE, SIZE, and EXECUTION, of the two ships:—

	Broadside.		Complement of Men.	Tonnage.	K. and W.
	No. of guns.	lbs. weight.			
PRESIDENT ..	33	890	500	1570	105
ENDYMION ..	25	676	346	1277	25
Difference	8	214	154	293	80

Superiority of the former, in
Broadside—weight of metal—as 17 to 13.
Number of men .... as 17 to 12.
Size or tonnage .... as 17 to 14.
Ditto of the latter, in destructive gunnery .... as 4 to 1.

Here is seen the rare instance of a ship, nearly a third inferior, quadrupling the execution done by her opponent; and that opponent, perhaps the best fitted ship of her class that ever put to sea; not by boarding either, nor accidental raking fires, but by fair broadside-fighting, for "two hours and a half;" within the distance of "half musket shot," only! How happened Commodore Decatur, with the same officers and crew, to perform so much better, in the frigate United States, when she captured the Macedonian? The disparity there was somewhat greater; but surely not adequate to the disproportion between that ship's loss, 104, and the Endymion's loss, 25. Allow a little for the flurry of the men, and the diversion of their attention, by the enemy's ship's in company; still it would fall short. The truth is, the commodore's "officers and seamen" *felt* the difference between firing at a ship, whose lighter metal could not reach, and firing at one, whose main-deck calibre was the same; who *would* preserve his "galling" position; and who fired his guns, though at "intervals of minutes," with such slaughtering effect.

Commodore Decatur ranks among the first naval commanders in the States of America. He was conducted through different cities of the Union, in all the pomp of triumph, for his "brilliant victory over an equal force," in the capture of the Macedonian. He, afterwards, in a ship of similar force to the President, challenged * this very Endymion to single combat; and when Sir Thomas Hardy, the senior officer, refused compliance,† on account of the United States being so decidedly superior, the commodore greedily swallowed the adulation of his countrymen, for having *cowed* a British frigate, " carrying 24 lb'rs. on the main-deck," and superior to him in force by two guns! To what a pinnacle of fame he rose, by this circumstance, can scarcely be imagined. Since the commodore's obtainment of the President, he, it is said, assured the New Yorkers, that, provided an opportunity was allowed him, he would bring into their port one of our new fifties, the Leander, or Newcastle. How futile his promises!—how disappointed their hopes!

Of his ship's-company he has boasted greatly; declaring, he would not exchange them for an equal number of the best British seamen. What is the commodore's opinion now? In short, had the American people, at the beginning of the Endymion's action, to choose a ship, a commander, and a crew, for a decisive trial of skill and gallantry with a British ship of equal force, they would instantly have named, the President, Commodore Decatur.

That fine ship bore the character of being the swiftest in the American navy. The light winds prevailing on the day of her capture, might have been in the Endymion's favour; and perhaps her late commander and crew were not so well acquainted with her trim, as Commodore Rodgers, who sailed in her so long. Viewed on the water, the President is a very deceiving ship; she shews through her ports only 25 guns of a side, yet fights upon her broadside, including her top-guns, 33. Shifting guns are, certainly, an improvement; they can be brought on either side, and are then as efficient as double the number of guns, in the usual way of mounting them. They are only half the weight; of some consideration, especially on the upper or spar-deck. But above all, in the estimation of Americans, shifting guns, by reducing the nominal force of the ship, lessen a defeat, and enhance a victory. Guns in the tops are seldom seen; and constitute a powerful *masked* battery. Their resemblance to *bush-fighting* on land, is no slight recommendation, in the opinion of Americans. British ships of war have commonly one or two light shifting carronades, for their boats; but have scarcely ever a single port (except the bridle or chase one) unoccupied by a standing gun. As to guns in the tops, they are not used. The President will be no mean addition to the list of British fifty-gun ships, and there long may she remain.

To such a pitch of infatuation have the American people been brought, by an indiscriminate reliance upon their own exaggerated statements, that the bulk of them really consider the affair of the Endymion and President, as reflecting the highest honour upon Commodore Decatur and his ship's company. They insist, he could have taken the Endymion, and the Pomone also, but for "the squadron of ships as per margin."—No wonder, therefore, that, when the news of peace reached New York, as it did a few days after the news of the President's loss, a subscription was filling fast, for building the commodore a seventy-four gun ship!

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* His letter is dated, " 17th January, 1814;" just a year and a day before that detailing his loss.

† He consented to the Statira meeting the Macedonian, but that *would not do*.

The pages of the British Naval Chronicle afford innumerable instances of what *British* officers consider a gallant defence, when opposed even by "a four-fold force." At the head of these, stands the devotion of Captain Willoughby, and the gallant officers and crew of La Nereide, 36, in the East Indies.* But I will venture to affirm, that no case will be found recorded, where so little was done, and yet so much said, as in the defence of the American frigate, PRESIDENT.

Boxer.

P.S. With respect to the action between L'Epervier and Peacock, rumour says, that on the first broadside being fired from L'Epervier, the bolts connecting the guns to the vessel, drew; and the guns themselves flew back amid-ships: and that, when the brig was put about, the same thing occurred on the opposite side!—Could this have happened, in action, if these guns had been previously exercised at firing at marks, now deemed, for the first time, an essential part of the drill, on board a *British* ship of war?—Something, surely, must have affected the guns of the brig, or an action of forty-five minutes would have produced, at least, a *slight* effect on the hull of her opponent! When the Macedonian arrived in New York, it was indeed remarked, that nearly all her breechings had given way; while not one had started on board the United States. Thus are the lives and reputations of our gallant seamen sacrificed to the pilfering views of jobbers and contractors! The same thing will happen on board our new *paste-board* fifties, if ever they meet, and have a long action (which God forbid!) with the American forty-four's. Much, much remains to be done, before our ships will be equal to the Americans: they must be better built, better armed, and better manned, than they are at present. Contract fir-built ships may answer well enough, to swell the number of a blockading squadron, but will ever cut a sorry figure in tough, close actions, with ships of equal force, constructed to shelter their own men, as well as to deal destruction among those of the enemy. If a proper use be made of the war with America, it will be the salvation of our navy.

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MR. EDITOR, *8th December*, 1815.

HOWEVER anxious your Correspondent I. C. may be to make it appear that we were *successful* in our late contest with America, I certainly do not think he can hope to prove this, by indulging in such *acrimonious invectives* against ALBION, as he has given to the public in your last Number. I am very sure that writer is perfectly able to repel the *unhandsome insinuations* which I. C. very *unjustly*, in my opinion, has made against him, if he considers such a gross attack as deserving of any answer at all; but as my own opinions coincide *entirely* with ALBION, as to the *management* of the war, and *success* of our measures against America, in the late contést, I intend to enter into some explanation of the extracts from ALBION's letters, which I. C. has placed before the public, with the finger of derision pointed at them, as *so* contradictory and inconsistent. I pledge myself to prove to every candid and liberal mind, that there is much more *candour* than *contradiction* in these extracted passages; but, Sir, why has I. C. *dared* to insinuate that ALBION has so *loudly cheered* the enemy, and endeavoured by every means to *depress* his countrymen; if he has attentively read these letters, he will find *the highest praise* bestowed on the British seamen and soldiers, and no instance of success left unrecorded. This writer,* Sir, appears on every occasion anxious to bear testimony to their good conduct and gallantry; but as I. C. has neither proved, nor attempted to prove, that the government was *sufficiently active*, or *sufficiently successful*, in the war, in the opinion of the public, has he a right to find fault with ALBION, or with me, if we boldly, and in severe terms, express our conviction and belief, that they were *not sufficiently active*, and that our expeditions were not *all* successful; nay, that but comparatively *few of them* were so; for we fought no battles of *Leipsic* or *Waterloo* in America, that I can recollect; neither the battles of Washington, Baltimore, nor New Orleans, can be compared to Waterloo, by any man in his senses.

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* *Vide* Vol. XXIV. p. 330.

Mr. Editor, it would appear from I. C.'s scanty reasoning (for he pretends to keep back his *weighty* arguments, and to withhold *his opinions*—mighty fine ones, no doubt) that it is absolutely treasonable to *say*, however people may *feel* it, that the Americans, in some of their contests with us, behaved well, and fought bravely: whatever I. C. may think, I can assure him, that our officers think very differently *now*; and it is fortunate that they do, for experience teaches wisdom; and there is no doubt whatever, that ALBION was completely *right* in asserting, that we suffered from *despising* the Americans. I. C. has compared ALBION's letters to Buonaparté's bulletins; where the similarity consists, I cannot find out. ALBION appears to write, it is true, with feelings of indignation and mortification, when he hears of our merchantmen, and even our ships of war, being destroyed by the American ships, in the English and Irish Channel; and animadverts *severely* on our making no adequate efforts on the coast of America in *the beginning of the war* (for we did not even send any naval force of consequence); when we did so, we were too late, and could make no serious impression, if the destruction of the public buildings at Washington be excepted: this is notorious. I. C. has failed entirely in his comparison of ALBION's letters and Buonaparté's bulletins; if, however, he will have them to be such; they are bulletins of honest indignation; the effusions of a man feeling the losses and reverses his country's arms were so often sustaining; and pointing out, in plain terms, the causes of them.

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* ALBION.

Did not ALBION dwell upon our success at Washington? On the capture of the Chesapeake, Argus, and President? Did he not rejoice in, and extol our success? Why, therefore, should he be accused of abetting the Americans, and of *secret* rejoicing in their success? such insinuations are base and unhandsome in the extreme; if he has given them credit for activity and bravery, he thought they deserved it, and in doing so, spoke the sentiments of the people of this country, who, however much they felt *irritated* at the Americans, for joining with France in the war, never refused to give even the Devil his due, and to give the Yankees credit for both courage and activity.

I come now to those extracts from ALBION'S correspondence, which I. C. thinks so *contradictory* and *incongruous*: the first is, that he called General Pakenham's army *brave*, but *disjointed*; I beg to inform him, that this army was *undoubtedly disjointed*, the *first* part came from America, the *second* from Barbadoes; both joined at Jamaica, and proceeded to New Orleans: then came the first and second in command, Sir Edward Pakenham and General Gibbs, in a frigate from England; and they had to wait several days (and most important days they were) for the third division, under General Lambert, from England. Is ALBION wrong in calling this a disjointed expedition? and although one regiment behaved ill, from the fault of its commander, was it possible for troops to remain firmer than the 4th and 93d regiments? I assert, Sir, without fear of further contradiction, that ALBION has *justly* designated that army, by calling it *brave*, but *disjointed*. I. C. next says, that a child in the art of war would rather have retreated, than devoted himself and men, as ALBION says Sir Edward Pakenham did. Attend, Sir, to the circumstances under which Sir Edward joined, and took the command: he found it ready to begin operations, waiting only for General Lambert: he had *witnessed* the sensation produced in England by Sir George Prevost's *retreat from Plattsburg*; he *recollected* the unfortunate interference of Sir H. Burrard at Vimiera; and he recollected that General Wolfe succeeded in taking Quebec, after he had despaired entirely of success. I believe, Sir, the unfortunate Pakenham, like Sir J. Moore, chose rather to die gloriously at the head of his army, than to disappoint his country in *making the attempt* which she had entrusted to him; and I am convinced both will be reckoned by posterity, officers of first-rate talents, and the highest honour—

Too soon they slept in glory's bed,
And Britain mourns her warriors dead.

It is very well known that Sir Edward did not plan the New Orleans expedition, which he was sent to execute.

I. C.'s third extract relates to ALBION'S animadversions on the want of foresight of the Board of Admiralty, in *one* letter; and in *another*, of admitting that they were become *assiduous* in fitting out larger ships, &c. and this *he* says is *inconsistent*—*I* think it is *just* and *liberal*; and if ALBION has been eagle-eyed in pointing out *errors*, he has been *ready* also to notice and applaud improvements, and better measures, when adopted.

Will I. C. pretend to say, after this, that ALBION *cheers the Yankees only?* his own words convict him of having accused ALBION falsely.

It is manly and honest for a man to own himself wrong; and as ALBION very handsomely acknowledged, in a former letter, that he had used *all* for *many*, in saying, "thus has ended in defeat all our attempts." I really think I. C. should have been quiet, and allowed the question of the American war to go to rest. One more extract remains yet to be noticed; it is, "we have now done our worst against America." I. C. asks how this can be reconciled with his former assertion, that our expeditions were always too late, often badly equipped, and not always well executed. It would appear, then, that I. C. is actually of this opinion *himself*: I firmly believe he is; for there are few who consider the late American army as having been well conducted; and if he will please to recollect that it was our *third* campaign, that we had no other enemy to cope with, and that the greater part of our army from Spain had been sent to America, along with nearly twenty sail of the line, &c. and still no sensible impression made; but on the contrary, that we had *lost* our squadron at Lake Champlain, 3000 *men* in retreating from Plattsburg, which we did not attempt to take, and had actually lost ground in Canada, with an army of 20,000 regulars; that at New Orleans we had failed, and our force there been so crippled, as to be incapable of further operations—When we contemplate these things, Mr. Editor, I think ALBION's expression will not be deemed an unnatural or inconsistent one; we were evidently, as he said, too late in entering with spirit into the contest; and there was every appearance of our having then done our *worst* against the Americans; therefore, such a peace as we made was infinitely preferable to a hopeless war: these, Mr. Editor, are *your* words, with which I entirely agree. I am, &c.

ALBION'S FRIEND,

U. P.

TO THE RIGHT HONOURABLE LORD VISCOUNT MELVILLE,

FIRST LORD OF THE ADMIRALTY, &c.

MY LORD,

IN times of reform such as this, while malice, assuming the shape of candour, darts forth the impoisoned shafts of disappointed ambition, from the specious shelter of professed patriotism, it will be vain for human excellence to hope to escape, whose elevated situation renders it an object so conspicuous, and so assailable by all. But posterity will do justice to the merits of a statesman, who conceives the confidence reposed in him as the glorious charge of discriminating degrees of merit, and bestowing impartially rewards, rather than as an opportunity of remunerating his friends at the expense of his country; whose penetrating judgment supersedes at once the suggestions of interest and officiousness, and who considers no proposition for its benefits, too elaborate for his undertaking, or too trifling for his notice.

Persuaded that the interests of the navy have flourished under your Lordship's administration, I intreat your attention to a subject, which seems to want reform, only from having escaped consideration. There is scarce an officer of any experience in the navy that has not been employed on coasting service, destroying batteries, and co-operating in attacks upon towns. Upon these occasions, the want of a gunner, whose education should be in some manner that of an artillery officer, has greatly injured and retarded his Majesty's service; this class of warrant officers, who rank in the command of ships next to the commissioned officers, are as ignorant as is naturally to be expected from men brought up as common sailors. Numbers of them cannot write. It is true, there is an examination for them; but, like most other examinations, it requires in the candidates more of interest than ability. If a captain has a favourite servant, for whom he wishes to provide, how easily are such tampering regulations avoided. These are, indeed, truths too well known in the navy. I saw, myself, the gunner of a frigate in the Mediterranean, put a shell into a mortar, with the fuse downwards, and with great difficulty he was convinced that the consequence of its discharge would be the destruction of every person present. In the course of an attack, I have known the most advantageous posts useless, through the ignorance of their possessors; and heavy guns, after having been dragged up dangerous perpendiculars, dislodged, from the want of a slight knowledge of fortification. It is evident that the service would greatly benefit by the introduction of gentlemen as gunners. (It would be sufficient on this subject to introduce the opinion of Sir Sidney Smith, or Lord Cochrane.) Whether this might be accomplished by rendering gunnery a necessary part of the acquirements of a midshipman, or by bringing forward a distinct class, may be a matter of judgment; but in the latter case, I think they ought to exchange places with the pursers, in the gun-room mess. To establish this opinion, let me conclude the subject, by considering the situation of a purser in the navy. I do not mean to reflect upon the fundamental principles of commerce, or upon the very-respectable class of merchants, who form the bulwark of Great Britain; but it is certain that the tradesman has an interest to cheat; his immediate profit must always be in view, and his ideas occupied by his gains, or he will lose. His conscience is perpetually on the stretch, and the profits of strict honesty are small. The purser of a man of war is a mere grocer, a tallow-chandler. If his gentility is to be founded on wealth, how much richer are many of those classes on shore; and if upon his birth and education, in how many instances will the comparison be against him; and yet he messes, and is placed upon an equality with men of the first profession in the world; whose object is fame, and whose means the sword! There are, no doubt, men of strict honesty, and excellent education, pursers in the navy; but it would be unreasonable to class a community according to the merits of individuals.

Impartialis.

Glasgow, 11*th January*, 1816.

> " She walks the waters like a thing of life,
> And seems to dare the elements to strife.
> Who would not brave the battle fire, the wreck,
> To move the monarch of her peopled deck."
>
> Lord BYRON's *Corsair*.

MR. EDITOR,

THERE are two ways by which the acquisition of knowledge is frequently prevented, and which have also often contributed to the concealment of dangerous designs, by retarding farther research; the one, by placing the object of investigation in such a trivial light, as to make it appear unworthy of more inquiry; the other, by magnifying its powers to such an extent, as to throw a shade of improbability on the whole.

I am led to these remarks by the conduct of the Americans, who, although they must have thought and felt differently, by an excellent piece of policy, frequently declared their fears before the war for the safety of their frigates, should they meet any of our 38's; and so far, by thus underrating their vessels, they imposed upon us; that, there can be no doubt, Britain's firmest patriot wished nothing more earnestly, for the naval glory of his country, than a meeting of the Constitution, with the Java, or Guerriere. The other remark is suggested by the Americans' conduct with regard to their *steam frigate*; and as if it was not sufficient to inform us, this vessel is 300 yards long, by 200 in breadth, we must also be told, a dozen cascades of hot water are to scald and deluge every assailant!

In truth, the accounts of this vessel are fraught with error; I fear in many instances intentionally so; and I therefore feel gratified in being enabled to lay before your readers the following authentic statement concerning her; and while I give them all the information which I can rely upon at present, I fondly flatter myself it will only be the introduction to some more interesting facts concerning this important subject, which some more able correspondent may yet afford.

The American steam frigate Fulton has sides 5½ feet thick of solid timber, and mounts 30 long 32 lb'rs. but was originally meant to carry long 68's, which, upon trial, were found to sink her too low in the water; her appearance is that of a ship split along the keel, and the two halves put asunder about 15 feet; under water these halves have no connection, so that there is a free channel of 15 feet wide, in which the water wheel revolves. In one half is placed the boiler, 22 feet by 11, in the other the cylinder and machinery. The upper deck is thick, and supported by numerous beams, but by no means bomb proof: yet every part of the *machinery* above the surface of the water is surrounded by bulwarks of wood, five feet thick, exclusive of the side of the vessel; the deck was originally closed down with tight hatchways, to prevent fire or shot entering; but when the steam-boat was tried, the heat below was found intolerable to the attendants. The engineers had calculated on raising the steam gauge to 12 inches; however, on the first experiment, it was with difficulty raised to five, and could scarcely make the vessel move at all through the water; nor have they yet been able to exceed seven inches in the gauge, nor propel the vessel forward, even in the most favourable circumstances, at a greater velocity than five miles an hour; at present there is no preparative on board for heating shot, although formerly part of the plan. Finally, this vessel may be reckoned as a powerful floating battery, but liable to destruction by red-hot shot, or by bombs falling through her decks, which have been cut open to give air to the attendants; a formidable opponent in a calm, she can be but of little consequence in a breeze; and while it is hoped her powers will not early be called into action, the propriety of a similar vessel being built in Britain is seriously suggested.

C. H.

* * *

MR. EDITOR, *10th January*, 1816.

IT certainly is not fair to attempt filling up the pages of your valuable CHRONICLE, with the bitter contentions of *individuals;* but the animadversions of J. C. in one of your late numbers, and his venomous criticisms on my letters on the subject of the late American war, render it necessary for me to reply to him. He commences his attack, by acknowledging (professing that we are likely to agree on that point) that although we did not succeed *very often* in our enterprizes and expeditions on the coast of America, yet we certainly did *sometimes.* To this I readily agree; and only regret we did not succeed *in them all:* but I must go on to his next point of attack, which he meant should be *an home thrust,* and reach the heart of a writer, who he believes can be no Englishman, but must be a disguised American, because he has ventured, in pretty plain language, to remark on the failures and want of success of his own country, England (for he really never was in America); trusting that such remarks would have the effect of *spurring on* those at the helm to greater and more effectual exertions. Nor, Mr. Editor, do I deny that my mortification was complete, on hearing that our attempt at New Orleans had failed, and that we had then no chance remaining of balancing our accounts with the Yankees, or of ending the war by some brilliant achievement. I will here repeat an observation J. C. will find in a former letter, page 222 of Vol. XXXIII.; it is this—that the war with America afforded *much* cause for *reflection, none* for exultation; and I am very confident very few Englishmen will dissent from it. Now, Mr. Editor, were I inclined to pay J. C. home *in his own coin,* might I not with equal justice charge him with being *in the pay* of the great Admiral Croker, whom he wishes so much to defend, and who is known to be the head of the Board; why should I not make this assertion, with at least as much probability of truth as he could have, in attempting to stigmatize my letters as the production of an American in disguise. But I disdain to lay such a charge to his account. I believe J. C. to be a British naval officer, anxious to support the honour of his country, and only carrying his *defence of men and measures* too far, and much farther certainly than the ground will carry him; for it is absolutely in vain to *disguise* our losses; they cannot be concealed; and to attempt stifling the voice of the public, and of its indignant feelings, is absurd and ridiculous; and it is in fact injurious to our future interests; for to despise an enemy, we have found, from experience pretty dearly bought, is not the way to conquer him; and if in our late contest we pursued *a wrong path* to victory, let us in time to come know where to strike into the *right* one: this road I have occasionally endeavoured (however ineffectually) to point out; and I am very certain, if I have pointed out *errors and failures in strong language*, I have not less zealously bestowed the meed of praise on our gallant officers and men who have fought our battles with the Americans; these I have asserted to be bold and enterprising, and I will venture to say most British officers, of both army and navy, will not dispute this assertion (which is no doubt what J. C. calls cheering the enemy to the skies). In support of this assertion, need I mention, that during the first year of the war the Americans destroyed three of our finest frigates, whilst the French did not, in the open sea, with much greater means, take an equal number in *three*. I do not mean to follow him in his remarks on the *inconsistencies* he has endeavoured to point out in my former letters, being confident, that to those who read them according to his reference, with attention and reflection, they will be found to contain many matters of fact, perhaps stated in too plain a manner to suite J. C.'s nice palate, but not the less proper to be submitted to the strong stomach of John Bull. If I mistake not, Mr. Editor, J. C. and myself have been both labouring to attain the same ends; and we have able coadjutors in ARION and ALFRED; *viz.* to convince those at the helm of the great importance of providing ships adequate to cope equally and successfully with the Americans in future; and although he affects to *despise* my observations, from the conviction of their springing from an American heart, I beg leave to assure him (I care very little, it is true, whether he believes me or not), that they are those of a free-born British subject; it seems he alone possesses the true love of country, therefore may take mine as you please to fancy it. Our contest with America is over, and we cannot add to *our conquests* for the present; let them therefore rest in peace. J.C. is poetically inclined—so am I.

What thought so wild, what airy dreams so light,
That will not prompt *a parasite* to write:
What art so prevalent, what proof so strong,
That will convince *him*, his attempt is wrong.
Can all the real knowledge you possess,
Or those like you, who *failures* ne'er confess,
Atone for each ——— wild mistake,
And mend the blunders pride and folly make.

Albion.

MR. EDITOR, *4th December*, 1815.

THE last accounts from America, leave the hostile intention of that country against England by no means doubtful or equivocal, as they have lately taken possession of islands *within* the line of *our Canadian frontier;* and continue to *entice*, and to *harbour*, *protect*, and *neutralize* our seamen and soldiers who desert, in the same *unlawful* and *shameful manner* as they did previous to the late war.

I most earnestly hope a new one will be avoided, but it can only be from a *wise*, *temperate*, but *firm* and just line of conduct on both sides: I am satisfied our government will not in this case, any more than on the last occasion, be the agressor, or proceed to a declaration of war, without *very gross provocation*; but Mr. Editor, we have not yet forgot, how *unprepared* we were at the beginning of the late war, and how long it was before we could send a proper force to the coast of America; therefore, let us not remain equally unprepared in the present occasion; we have now *ten* very effective 50 gun-ships, capable of contending *equally* and *successfully* with the Americans, who have, however, two or three very formidable line of battle ships ready for service.

I am glad to observe, that both the Newcastle and Leander are fitting for the American coast, and only wanting men to proceed to their station, where the Acbar, of the same force, already is. Mr. Editor, I am no advocate for war, but to avoid it we must not remain inactive, and I should be very happy to see several more of our fifties, as well as four or five sail of the line fitting for the same station; nor must we relax in adding *more* of these heavy frigates to our navy. The ships of all classes ordered to be built in future ought to be much larger, and in proportion to those building with such *unwearied assiduity by the Americans.* Their partial successes during the late war have given them great spirits, and they aspire to nothing less, than to dispute with us on our long maintained naval superiority; in this daring attempt, however, they cannot succeed, if we are true to ourselves, and do not neglect and mismanage our naval means. Many of your correspondents, Mr. Editor, as well as myself, have laboured to impress on government, the necessity of building ships better calculated to meet the Americans on fair terms than we possessed lately. ARION, J. C., ALFRED, ALBION, IRON GUN, &c. have wrote so much on this subject, that I think government must be well aware of the wishes of the public on this point, and the B——— of A———y will not, I trust, be allowed to sleep on their watch in time of peace; one of these writers, ALFRED, I believe, has observed, that *much* has been done, but that *much* remains to be done, and in this sentiment I agree very cordially with him. We have ten heavy fifties, and as many fine 40 or 44 gun-ships; let us keep part at least on the Halifax station, and let us as speedily as possible double these in numbers, and build without loss of time, some seventy-fours equal to the Americans, and *expressly* to contend with them if necessary, and a proportionate number of twenty gun-ships. Let this plan of replacing our decayed ships be invariably and *unremittingly* pursued, and we shall not be taken napping, but be ready to fight when Mr. Jonathan calls us out.

I am most sincerely happy to observe a plan for doing away the necessity of impressment in future, is to be speedily taken into consideration—may it be effective. Next to the Slave Trade, impressment was one of the greatest imputations on our free and excellent government; may it be speedily done away, and necessity *never* again oblige us to sanction its use.

Mentor.

PLATE CCCCLII.

Entrance of Ferrol Harbour.

FERROL, the harbour of which is the subject of the annexed plate, is a sea-port town in Gallicia, a province of Spain, whose ancient inhabitants were the Gaallici, from whom it took its name: first made a part of Tarraconensis, one of the three parts into which Spain was divided on its conquest by the Romans, and afterwards became a province of itself, under its present name. On the decline of the Roman power, the Suevi, [Swedes] a nation in the eastern part of Germany, beyond the Elbe, having entered Spain with the Vandals and Alani, possessed themselves of Gallicia, which they erected into a kingdom, and with various success, retained under the government of 10 monarchs, the last of which, Andeca, having deposed Eboricus, usurped the regal title, and was himself afterwards deposed by Leutigild, King of the Goths, in the year 858, and Gallicia reduced to a province of the Gothish kingdom. It was subsequently attached by conquest to the kingdom of Leon. In the year 886, it was again erected into a separate kingdom, by Alphonso the Great, and given to his son Ordogno, who, on succeeding to the crown of Leon, united it to that kingdom, but as a distinct realm. After various attachments and separations, it was finally, in 1081, by Sancho, king of Castile and Leon, conquered, and has ever since remained united to the titular kingdom of Leon.

The town of Ferrol is situated on a bay of the Atlantic Ocean, and is about 8 leagues to the north-east from Corunna, and 18 leagues to the north from Compostella. Prior to the year 1752, it was but a small and dirty fishing town; it is now one of the stations for the royal navy of Spain, and the first marine arsenal in the Kingdom. It has a basin, where the ships are laid up, of 1500 yards in length, and between 5 and 600 yards in breadth, with several excellent docks, rope-walks, and store-houses; and so long back as 1774, the town contained 30,000 inhabitants.

The position of the harbour, and directions for entering it, are thus stated by MALHAM:—

The haven of Ferrol is about 3 leagues to the N. by E. from Cape Prior. It lies in a small bay, and there are some little sand bays between them. Of these the southernmost, where are some little white houses, is the greatest, and lies to the northward of the N. point of Ferrol. When a ship comes near the bay, the haven begins to open itself; the entrance of which is at E. by N. going in at mid-channel between two high lands. When a ship is in, she must presently edge up to the northward by the N. point, and there anchor; for it is flat and rocky a little on the W. side of the town, and should therefore be avoided.

To come into Ferrol from the W. or S. steer away from the small island of St. Blasius N. and N. by W. and run a good way about without the N. point of Ferrol, which is very foul and rocky, till the haven be seen to open. Continue this course so far to the northward of the S. point, till the haven is seen to open. Continue this course so far to the northward of the S. point, till the haven shut again; and then run right in with the great sand bay already mentioned, so that a ship will then be within the S. point, and the foul grounds that lie off from it. Then sail right for the N. point of the haven, and along by it towards the S. side till that haven opens itself again; and from thence run on in the middle of the channel, where there is 15 fathoms, though the passage is so narrow that a stone may be thrown across. From a ship in the haven's mouth, the opening between the island of Cisarga and the main land, which are to the southward, may be distinctly seen. It is high water at this port at spring-tides at three o'clock, or a very little after.

The latitude of Ferrol is 43° 26′ N. longitude 8° 46′ W.

STATE PAPERS.

CONTINUATION OF THE DOCUMENTARY SERIES ANNEXED UNTO THE REPORT MADE BY THE PRESIDENT OF THE UNION OF THE KNIGHTS OF ALL THE ORDERS OF CHIVALRY IN EUROPE, CONVENED AT VIENNA 29 DECEMBER, 1814.*

No. II.

Letter from the Count de Vallaise, Minister of his Majesty the King of Sardinia, to Vice-Admiral Sir Sidney Smith.

SIR! ADMIRAL! *Turin, 5th October*, 1814.

I AM charged by his Majesty the King, my august master, to express to your Excellency the satisfaction which your letter, transmitted to him by the Baron De La Caimèa afforded his Majesty, and the gratitude with which he received the congratulations that you were pleased to offer him on the occasion of his return to his dominions on the Continent.

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* For No. I. of this series, see Naval Chronicle, Vol. XXXIV. No. cciii, page 321. We derive this interesting article from a peculiar source; and hope to be able to publish the remainder of the series.—(ED.)

The principles which influence your Excellency in favour of the miserable victims of the negro-slave-trade, are too conformable to the religion and sentiments which he professes, not to make him desirous to see your enterprises crowned with the success which they merit, and not to feel most happy if he can himself contribute to the result which you have in view, and in which all hearts, susceptible of the feelings of charity and compassion, concur with you in devoutly wishing.

The countless exploits by which Great Britain has rendered herself illustrious, and which will make the end of the eighteenth century, and the beginning of the nineteenth, as brilliant as it is honorable to her, are, in the estimation of the true friends of humanity, a title much less glorious to her than that of the abolition of the Slave-trade, for which she has openly recognized one of the most consolatory precepts of the Christian religion,—that which renders all men as so many brothers.

His Majesty, therefore, charges his plenipotentiaries at Vienna to enter fully into these same views, whether for the abolition of the Slave-trade, or for the suppression of the piracies of the Barbaric States, and commands me to make known to them your Excellency's propositions, and his Majesty's intentions thereon.

I congratulate myself, Sir, Admiral, on the opportunity which the execution of my Sovereign's commands affords me, of offering to you the assurance of the very distinguished consideration with which I have the honor to be, Sir, Admiral, &c. &c. &c.

The Count de Vallaise.

No. III.

[Extracts of different letters from persons in authority, who interest themselves for the liberation of the white slaves in Africa, addressed to Sir S. Smith, between the 16th September, 1814, and 31st January, 1815.]

1st.—*Extract from a Letter of his Excellency the Chevalier M. the Marquis De Riviere, his Most Christian Majesty's Ambassador at the Sublime Ottoman Porte, to Sir Sidney Smith, Knt. Grand-Cross of several Orders.*

Most Trusty Knight, *Epernay*, 16 *September*, 1814.

This letter will be forwarded to you by Mr. the Prince of Benevento, who, ever since my arrival, has employed his kind offices in my behalf in the most generous manner. The King has had the condescension to approve of the choice which he was pleased to present to him, and I am appointed Ambassador to the Sublime Porte—an event which will a little derange our correspondence; but as I have spoken to the Prince of your philanthropic and noble ideas relative to the Barbaric States, he knows that you are in this matter the advocate of the Christian, as you are of the Negro slaves; he will converse with you on the subject, and has promised to cause instructions to be transmitted to me, in the event of my being wanted, previously to my departure for Constantinople. - - - - - - - - - - - -

The conferences which you will have with the Prince, who well knows that your plan embraces objects of incalculable interest to the morality of the whole world, may be the means of retarding or accelerating my departure. I shall expect to hear from you, and to receive his orders, before I set out for Toulon.

2.—*Letter of Prince Talleyrand to Sir Sidney Smith.*

Vienna, December 24, 1815.

I have read the letter which the Right Hon. Sir Sidney Smith has been pleased to send me for Mr. De Rivière: it shall be forwarded this day. I have recognized in it all the humane views which characterize Sir Sidney Smith, and which render him one of the most praise-worthy men of his time.

3.—*Extract of a Letter from the Marquis De Rivière to Sir Sidney Smith, Paris, November* 3, 1814.

The Prince appears to have imbibed your humane and noble sentiments. The evil is great; the remedy ought to be prompt and efficacious. I have collected what several Consuls of respectability had told me. I sent the note to the Prince, agreeably to your desire. It should seem that every thing is at a stand at the idea of three Viceroyships (*Pachalics*), but the Pashas sent by the Porte will soon shake off the yoke. - - - - - - - - - - - - - - - -

The Porte could not alone, I fear, change the government of the three Barbaric Powers, if the allied fleets should not second her efforts. I have not been to see you at Vienna, awaiting my instructions on this subject, and intending to proceed by sea. - - - - - - - - - - - -

- - - - - - - - - - - - I wait here for the decision of Prince Talleyrand. If the Turks are convinced that we are influenced by honorable and generous motives, without wishing to diminish their power, but, on the contrary, to consolidate it, they will, I think, exert themselves with good faith. We ought upon this subject, my dear Knight, to speak with an open heart, without any political reservation; the interests of humanity, of Christianity, to which we would give freedom, ought alone to influence our conduct, and the shackles of traffic ought to disappear. - - - - - - - - -

4.—*Extract of a Letter from Mr. the Chevalier De Revel, Governor of Genoa, to Sir Sidney Smith, dated Turin, the 9th November,* 1814.

- - - - - - - - Compassion for the blacks is worthy of praise, but there are other men, my dear Admiral, who claim it against Africans more barbarous than the Europeans who carry on traffic in the former. Your stations in the Mediterranean have afforded you an opportunity of knowing the miseries of the Christian slaves in Barbary. If the commercial interests of England be against it, the sentiments of the nation, and the conduct of the Parliament with respect to the blacks, do not leave any room to apprehend that they can form an obstacle to a measure which humanity and religion, as well as the knowledge and civilization of the times demand. These principles impose upon the grand Powers the duty of suppressing those infamous piracies; but I presume to affirm, that upon Great Britain, who has pledged herself, who has contracted the honourable and holy engagement, by occupying Malta, once the bulwark of Christendom, the obligation strictly devolves. The squadrons of the Order protected the navigation and the coasts of those nations which could not purchase peace from the Barbaric Powers. Is not England charged with this protection? As to her ability to do so there can be no doubt. Her interposition has recently secured Portugal, Spain, and Sicily from the attacks of those atrocious pirates: Italy now implores the same boon.

During maritime wars, France having occasion for the navigation of the Italians, drives the corsairs from their shores;—she recalls them on the arrival of peace, for the purpose of entering herself into possession of the coasting trade,—an occurrence which has taken place at the present as in former times. Those robbers have again made their appearance off the coasts of Italy, and very recently carried off some hapless cultivators between Nice and the Var.

I am persuaded that this cause, which so forcibly appeals to the humanity and glory of England, responsible for every thing that is done on the seas, and still more particularly in this case, will excite your generous enthusiasm, and that you will be of opinion that, if England insists upon the other Powers conforming to her principles with respect to the blacks, she will feel herself obliged to take upon herself the noble functions of the Order of Malta, with the efficacy of her power.

5.—*Letter from the First Minister of his Majesty the Emperor of Austria.*

Vienna, December 17, 1814.

The Prince of Metternich has received the note which Sir Sidney Smith, Admiral of his Britannic Majesty, has done him the honor to address to him, on the 13th of this month, and the documents which he has been so obliging as to communicate to him:—he has that of returning the subjoined, after having examined them; and reserves himself for a conference on the subject at the first opportunity.

The Prince of Metternich has the honor to renew to Sir Sidney Smith, the assurance of his distinguished consideration.

6.—*Letter from Prince Louis Lichtenstein.*

Vienna, January 31, 1815.

The undersigned has the honour of recommending the petition of Captain Felsch to Mr. the Admiral Sir Sidney Smith, praying that his Excellency would have the kindness to contribute to the liberation of his brother.

Captain Felsch's Petition.

Vienna, January 10, 1815.

My brother, Francis Felsch, who is at this instant groaning under slavery at Algier, in Africa, was enlisted in 1798, if my memory serves me correctly, as a drummer in the Huff regiment, now Archduke Louis's, No. 8. According to a letter (which I still have) from the said regiment, he was made prisoner on the 10th April, 1800, on the summit of mount Sette-Pannj, in Italy, and was compelled, although quite a youth, to enter into the French Polish legion; he went afterwards into Spain, where he was forced by hunger to enlist, which is proved by a letter from Barcelona, under date the 27th February, 1803, confirming that he was a sub-officer in the King's guard. I have not the least information of the manner in which he fell into the unfortunate and lamentable situation in which he now is, in as much as he does not give any explanation whatever on the subject in his letter, dated Algier, 1st August, 1814.

The voice of humanity, no less than fraternal affection, enjoins me to attempt every expedient to restore this wretched young man to liberty, or at least to alleviate his afflictions, which are grievous.

Not being by any means in circumstances to pay a heavy ransom, I rely wholly upon the protection of the government, my brother being an Austrian subject, and son of an Austrian soldier:—the claim is weak—he has another—he is a man—I, therefore, appeal to humanity on his behalf.

8.—*Translation of a Letter from Francis Felsch, to his Brother John, Captain in the Service of his Imperial and Royal Majesty of Austria.*

" MY DEAR BROTHER,

"I inform you that I have had the misfortune to fall into slavery in the country of the Moors in Africa: to get out of it there is little hope; since they require for the ransom of a Christian the enormous sum of one thousand seven hundred Spanish crowns: *we are, at present, in number, from five to six thousand*[*] *miserable creatures, without reckoning women and children:* it would be difficult to describe the miseries we endure: some of these wretched victims fall down dead, from day to day, with hunger and thirst. We scarcely receive a loaf of bread for four or five days; but I could support all, if to those dreadful sufferings there were not superadded perpetual toil, more than inhuman, accompanied by blows with a stick, for the slightest occurrence that may displease these barbarians. Oh, if I could once more behold a Christian country!........May I have the happiness to receive an answer———Address it to the English Consul, at whose residence I work, and who became responsible for me, in order to extricate me from the common prison."

[To be continued.]

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[*] According to the last Report of the Catholic Missionaries in the north of Africa, published under the authority of the Pope, the number of Christian slaves of all countries and all denominations, in the Barbaric States of Morocco, Algier, Tunis, and Tripoli, exceeded 51,000!!!—(TRANSLATOR.)

THE GENOESE CAMPAIGN;

Or a Detail of the Operations of the Allied Army, commanded by his Excellency Lieutenant-general Lord William Bentinck, *with a short View of the State of Italy in* 1813; *by a* Naval Officer *employed with the Army.*

Per Mare et Terram.

THIS narrative was written in December, 1814, long before the writer had heard of the recent important changes. As a naval officer, with the strongest feelings of loyalty to his King, and love of his native Country, he rejoices in the fall of Napoleon and Joachim, whose talents and ambition endangered the commercial superiority of Great Britain; but as an historian, he scorns to libel even the character of an enemy. The attachment of the peasantry of Italy, and the nobility of Naples, to these extraordinary men, were too visible to admit of doubt. In the latter kingdom, the *Lazzaroni* alone evinced a regard for the Bourbon; and of this respectable class Lord Burghersh must have spoken.

The history of a campaign is generally that of the different commanders; systematic operations, combined movements, coalesced arrangements, so necessary to ultimate success, have reduced it to the mechanic principle of a game, where victory crowns the most experienced player. The war of America, amidst woods; and several others, in the lofty Alps, were exceptions to this principle, depending more on the activity and talent of partizans, than of the chief.

The one we are now about to relate is of a more mixed nature, presenting features different from most others, carried on in the vicinity of the sea coast, in a country the most rugged in Southern Europe; it exhibits a more varied movement than any other, from the co-operation of a naval force of almost every description. The immediate vicinity of the latter enabled a force not greatly superior to the defenders, to seize the passes, in a country almost impassable; which had formerly baffled the efforts of the greatest commanders of Austria and Russia. The territory of Genoa, bounded on the west by Savoy, on the north by the Milanese, to the east by Tuscany and Lucca, is too well known to geographers to need a particular description; surrounded by powerful states, its liberties have been alternately threatened by every power whose ascendancy in Italy rendered it an object of desire. Circumstances, political convenience, and the inaccessibility of its boundaries, enabled the inhabitants to retain its liberties, till the destroying influence of revolutionary principles rendered it subject to France. From that period its soil has been deluged with the blood of all the contending parties; each in turn having obtained possession of its towns; occasionally the scene of triumph to the Emperor Buonaparté, or of fatal reverse to the armies of a Moreau or Macdonald; the defeats of a Beaulieu, or victories of Suvarrov: no event had more contributed to punish this people for their former treachery to our government, than its celebrated blockade; the obstinate defense of Massena (of which an excellent account has been written by General Thiebault), exposed it to miseries which the cruelty of the Austrians rendered complete. The victory of Marengo roused them from this oppression; while the very opposite conduct of France produced a gratitude the most lively and lasting. Europe beheld with astonishment the statue of a Corsican embellishing the most beautiful square of a capital, the former oppressor of his native country; a series of reverses the most extraordinary, as unexpected, was about to restore them to an independence so often assailed by foreign powers and internal traitors. The defeat of Leipsic fully proved to the world, that the influence of France over the continent was that of terror; among the many defections it produced, that of Murat, the favourite and brother of the Emperor, excited the utmost surprise; many supposed that, foreseeing the destruction of the dynasty, an understanding existed between them, for the purpose of procuring a safe refuge to the family; the subsequent operations of Joachim were calculated to support this opinion; to the last moment of the war he was in a situation to recover all he had admitted us to; it was only on the surrender of Genoa that the English army were secured from his manœuvres. Previous to the campaign of 1813, the complaints of the Neapolitan nobility are supposed to have influenced him. Of an army of fifty thousand men, the flower of his troops, who had entered Poland in 1812, three private soldiers only returned to their country. The natives of Italy were the least calculated to resist the influence of Russian frigidity; scarcely a noble family had escaped. Changeable in disposition, the remembered cruelty of the Bourbon, and the rising fame of their levies, had smothered the usual feelings of discontent. Murat, born in a kitchen, and educated in the ranks of the old national guards, was one of those extraordinary geniuses, who, defective in original knowledge, without patronage or friends, have, by the mere force of active ability and application, overcome every early deficiency; owing every thing to his own innate sagacity, he united in his own person the coolness, vigour, courage, and activity of a great commander, with the utmost political knowledge; these rendered him respected, while the condescending affability with which he met every rank of subjects, ensured him the warmest affections of enthusiastic loyalty.

With these dispositions, it is not surprising that he should have endeavoured to secure to himself a throne, which thirty revolutions had not ensured to any former dynasty; his task was difficult; the tears of his wife, his own attachment to the Emperor, the prejudices which existed in the minds of other powers, were not easily combated. Circumstances contributed to assist him; the firm but unexpected resistance of the Viceroy, who had treated every offer to corrupt him with contempt; the trifling progress of the allied armies, and the utter impossibility of subduing him, if a junction was completed, induced Austria to listen to his offers. In June, 1813, the America, 74, with Lord William Bentinck on board, entered the bay of Naples, their squadron consisting of the Capri, 74, two frigates, and two corvettes, were cruising to leeward; a boat from the town came off to her; on board was a respectable man, who, on delivering some packets, returned to the city; to facilitate this communication, the squadron stood to the southward; from this circumstance it may be supposed, that the negociation had at this time attained a considerable forwardness: his Lordship having completed his object, proceeded on his voyage: to whatever purpose this communication was directed, it certainly exhibited the utmost secrecy; there is a great probability, that finding us averse to his terms, he determined on another campaign; the result rendered it necessary to accede to our requisitions. In December, of the same year, fresh overtures were made to the allied powers; the Marquis de Gallo proceeded to their head-quarters, accompanied by a member of the noble house of Pignatelli. Austria guaranteed the sovereignty of the kingdom to his family, in consideration of his joining the army of Bellegarde with thirty thousand men; the family of Bourbon were confirmed in the possession of Sicily, with an offer of farther indemnification at the peace. England was invited to join in this treaty; Mr. Von Minsk proceeded from Vienna to Palermo: a correspondence was commenced between Lord W. Bentinck, the Austrian, Neapolitan, and Sicilian governments; in the course of which Colonel Cattanelli and Mr. Graham (nephew and heir to Lord Lynedoc) proceeded to Naples, and the Austrian head-quarters: his Lordship, true to the former treaty with the expatriated family, refused to acknowledge that in possession, he offered to join in an armistice, or mutual co-operation for the general good, leaving the question to be settled at the general peace. Murat had proceeded too far to recede; secure of the support of the continental powers, and having already excited the suspicion of the French government, whose increasing misfortunes left him no hopes; he, after some difficulty, acceded to these offers. Four articles were concluded: the first, a general cessation of arms both by sea and land; the second opens the ports of Naples to British vessels; the third agrees to the old commercial regulations; the fourth confirms us in the possession of Ponza, Palmarola, and Vento Teine; and three months notice to be given before a renewal of hostilities. In the course of this negociation, H. M. S. Furieuse having anchored in the Bay, Murat, at a grand dinner given to her captain, proposed the health of Captain Brenton, of his Britannic Majesty's ship Spartan, to whose gallantry, in the defeat of his squadron, all Naples, said he, were spectators; the world produces not a more intrepid officer: this compliment, on being circulated through the squadron, produced an inconceivable change in opinion.

[To be continued.]

HYDROGRAPHY, PILOTAGE, &c.

AFRIC.

NIGER.

The Journal of a Mission to the Interior of Africa, in the Year 1805. By MUNGO PARK.

[Continued from Vol. XXXIV. page 514.]

THE course of the Niger in an easterly direction inclining a little to the northward, may perhaps be urged as another objection to the identity of the two rivers. PARK, however, was informed by his travelled guide, that, having passed Bornou, the Niger turned off to the southward; if we could suppose it to reach the equator, we should require no other evidence than that which we possess of the general slope of the country to the westward, to pronounce its next direction to be towards that quarter. In some of the old writings, South Africa is called the 'Wedge of Africa,' from its two sides converging almost to a point at the Cape of Good Hope; but it is a wedge, or inclined plane in a more correct sense of the word, the back of which is the great chain of mountains called Lupata, or Spine of the World, which, commencing at Cape Guadafui, extends to the Table Mountain at the Cape of Good Hope. From the summit of this eastern range, the country slopes to the westward, in the same manner as, from the corresponding western range of South America, that continent slopes to the eastward, by which the Southern Atlantic becomes the common reservoir of the waters of both. The Orange river, whose source is in that part of the range which is behind Sofala, crosses South Africa, and, after a course of about 1000 miles, falls into the Southern Atlantic; and Doctor Cowan found every stream which he crossed between that river and the country of the Barraloos, running to the west or north-west.

"Though rivers, from the great length of their course, sometimes become narrower and more shallow towards their termination, which indeed is a common character of African rivers, it does not follow that the copious and rapid stream of the Zayr should furnish an argument against the great length of its course, as the hypothesis which supposes it to be the Niger would supply a complete answer to any such objection.

"3. The third and last objection to the hypothesis is, that no traces whatever of the Mohammedan doctrines or institutions are to be found on the coast where the Niger (supposing it to be the Zayr) terminates; that none of their effects on the manners and customs, nor that predominance of the Arabic language, every where discoverable in North Africa, have been remarked on the coast of Congo and Angola; and that the inquiries of Mr. MAXWELL, from negros who had come down the Congo, from great distances, had not led to the supposition that Mohammedan priests had visited the countries on the banks of that river. This objection is not quite correctly stated: that most marked of all Mohammedan institutions, circumcision, happens to be universally practised in Loango, Congo, and Angola, and indeed on the opposite coast as far as the confines of the settlement of the Cape of Good Hope; there are also, on both sides of Southern

Africa, many traces of the Arabic langage. The very name of the river, *Zayr*, is Arabic, and signifies *roaring, turbulent, rapid*—all of which epithets are remarkably characteristic of the Congo. There is also, on the opposite side of the continent, a river and a kingdom of the name of Zayr; the former falls into the sea near Sofala, and, being a mountain stream, has the same character, we doubt not, as its nobler namesake.

"We are aware of MAROLLA's derivation of *Zayr* from *Zevuco*, and hardly know which to admire most, the closeness of the *sound* of the derivative to its primitive, or the closeness of the *sense*. The Portuguese, who discovered the river, inquired naturally enough of the natives what was its name? the answer was, '*Zevuco*'—*I can't tell*—and hence, says the missionary, it was called *Zayr*—a specimen of etymological affinity, yielding in nothing to that of *Jeremiah King* and a *cucumber*. The word *Zaad* too is Arabic, and signifies *frightful, terrific*, which is a name not unappropriate to the cataracts of the Zayr, called by Mr. MAXWELL *Enzaddi*; but we lay not much stress on etymologies. What difficulties may have impeded 'the spirit of enterprise and proselytism which belongs to the Mohammedan character,' it would be impossible to say until we shall have obtained some better information of the interior of Africa, from the lakes and swamps of Wangara and Ghana to the southern tropic, of which, in fact, we know nothing. PARK learned from his guide, at Sansanding, that they would 'touch on the Moors no where but at Tombuctoo.' The southern side of the river was free from them; so is the whole coast from the bight of Benin southwards. The impediments, therefore, would appear to be rather owing to moral than physical causes; a people who could pass the Sahara, or Great Desert, would find no physical obstacles in tracing the course of a navigable river, little as internal navigation is practised in any part of Africa; or in making their way along a fertile coast. We know not enough of the condition of Africa in the dark ages to decide what the obstacles may have been; but it is pretty certain that the Christian kings of Abyssinia were, at that time, more powerful than at present; so powerful, indeed, that they were enabled to extend their protection to the petty chieftains along the coasts of Guinea and Benin, who, as we learn from BARROS, sent ambassadors, on every new succession, across the country, to do homage to and obtain the sanction of the reigning sovereign of Abyssinia, who was not then, as now, hemmed in by the Gallas on one side, and the Arabs on the other. This Christian empire, so much sought after by the Portuguese in their early enterprises, stretched much farther than now to the south and to the west, and was unquestionably a more effectual check to that 'spirit of enterprise and proselytism which belongs to the Mohammedan character.'*

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* The following *literal* translation from De Barros is so curious, and this author so little known to the English reader, and indeed to the readers of any nation, that the insertion of it here will not, we think, be considered as out of place. The information it contains was fully verified, and was one of the many sources of knowledge opened by the Portuguese that led to most important results.

'Among the many things which the King Don John learned from the ambassador of the King of Benin (who was at Lisbon about 1485), and likewise from John Alfonso de Aveiro, as related to him by the inhabitants of those parts, it was said that to the east of the King of Benin, by twenty moons (which, according to

" The argument then in favour of the identity of the Niger and the Zayr, may be summed up in a few words.—There is in North Africa a great river, of which

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their reckoning, and their slow rate of travelling, might be about two hundred and fifty of our leagues), there was a king, the most powerful of those parts, whom they called Oganè, who was held in as much veneration by the pagan princes bordering on Benin, as the Pope is among us; and to whom, by a most ancient custom, the kings of Benin, at the commencement of their reign, sent ambaſsadors, with a great present, notifying to him, that by the decease of such a one, they had succeeded to the kingdom of Benin, in which they requested he would confirm them. In sign, or proof, of this confirmation, this Prince Oganè used to send them a staff, and a covering for the head, of the make of a Spanish helmet, the whole of shining brass, instead of scepter and crown; and of the same brass, he also sent a cross, of the make of those worn by the knights commanders of the order of St. John (Malta), to be hung about the neck as a religious and holy thing; without which things the people held that they (the kings of Benin) did not reign justly, nor could be called true kings. And during all the time that this ambassador was at the court of this Oganè, he, as an object of religion, was never seen by the ambassador, who only saw certain silk curtains, behind which he was placed. And when the ambassador was about to take his leave, a foot was shewn from the curtains, as a proof that he (Oganè) was there, and granted the articles delivered—to which foot they paid reverence as to a holy thing. And also as a kind of reward for so long a journey, there was given to the ambassador a small cross, of the same make as that sent to the king, which they hung about his neck, and with which he became free and exempt from all servitude, and privileged in the country of which he was a native, in like manner as knights commanders are among us.

' I (continues De Barros) knowing these things, and that I might be able to write them with the greater truth (for the King Don John had, in his time, well investigated the matter), when in the year 1540, certain ambassadors from the King of Benin came to this kingdom, one of them, who might be a person of about seventy years of age, had a cross of this kind; and upon my questioning him concerning it, he answered according to what I have above written.'

' And as in that time, whenever India was mentioned, people always spoke of a very powerful king, called Preste John of India, who they said was a Christian; it appeared probable to Don John, that through this prince he might find an entrance into India, because through the religious Abyssinians who visited those parts of Spain, and also from the friars who had gone from hence to Jerusalem (and whom he had directed to inform themselves concerning this prince), he had learned that his states were situated in that country which lies beyond Egypt, and which extends to the sea of the south:—the king, therefore, with the cosmographers of the kingdom, taking Ptolemy's general table of description of the whole of Africa, with the land-marks on the coast, according as they had been placed by the discoverers, and setting off the distance of two hundred and fifty leagues to the east, where, according to the accounts of the Beninians, the states of this Oganè ought to be, they found that this must be the Preste John, as both of them were concealed behind silk curtains, and held the sign of the cross in great veneration; and he (the king) also concluded, that if his ships should follow the direction of the coast which they were discovering, they could not fail to arrive at the land where lies the Praso Promontory.'—*Barros*, Decad I. Book iii. Chap. 4.

nobody knows the end—there is in South Africa another great river, of which nobody knows the beginning—the river of North Africa flows to the southward—the river in South Africa comes from the northward. When to these facts are superadded the singular phenomenon of the South African river being in a state of flood for six months in the year, when no rain falls to the southward of the line, and consequently can only be supplied from a country to the northward of the line where in those six months the rains prevail; it will hardly be denied that there are at least strong and rational grounds for conjecture, that the Niger and the Zayr are one and the same river—a conjecture which lends additional interest to the pursuit of discovery, and which will not be diminished if it should turn out that the *sources* of the Zayr and the *termination* of the Niger have, though unconsciously, long been known."

The foregoing able criticism on the *Journal of a Mission to the Interior of Africa, in the Year* 1805, (which public fame attributes to the joint talents of Mr. BARROW, second secretary to the Admiralty, and of Mr. SOUTHEY, Poet-laureat) has been recently succeeded by the publication of the following

ADDENDA.

Since the publication of the foregoing Memoir, several particulars relating to Mr. PARK have come to the writer's knowledge, in themselves of no great importance, but which appear to be sufficiently interesting, had they been previously known, to have deserved a place in Mr. PARK's Life; and which are therefore now communicated to the public.

Among other defects of the preceding narrative, it is unnecessary to point out to the intelligent reader a great want of those minute but discriminating circumstances, so necessary to the delineation of individual character, upon which the spirit and interest of every biographical work must always essentially depend. The writer had no personal knowledge of the subject of his Memoir; and the materials, which were furnished for the work by Mr. PARK's family, afforded little of that peculiar kind of information, of which he felt himself so greatly in need. The deficiency will in some measure be supplied by the particulars he is about to relate; which he is well aware might be introduced with greater propriety, as well as with more interest and effect, into the body of the narrative; but from a consideration of what is due to the purchasers of the former edition, he is induced to publish them separately.

For the greater part of the following anecdotes the editor is indebted to the information of Mr. WALTER SCOTT, communicated with his characteristic kindness and liberality. The most important of them, indeed, are related from Mr. SCOTT's personal knowledge, and derive no small additional value from being stamped with the name of so very distinguished and intelligent an observer.

Mr. PARK's connection with Mr. SCOTT commenced only in the year 1804, during his last residence at Fowlshields, immediately before his last mission to Africa. The latter was at that time residing with his family, for the summer, at Ashesteil, a country house in that neighbourhood, and naturally sought an acquaintance with Mr. PARK, which was speedily matured into a sincere and cordial friendship. To this many congenial circumstances in the tastes and habits of the respective parties, materially contributed. Among other interesting parts of Mr. PARK's character, it deserves to be mentioned, that he was a great lover of poetry, and though not distinguished by poetical talents, had occasionally been a writer of verses from his early youth. The Border Minstrelsy, both of ancient and modern times, was the object of his patriotic admiration; and he cherished a fond recollection of the tales, traditions, and ballads, by which the whole of that classic region of Scotland, and more especially the banks of the Yarrow, his native stream, are so remarkably distinguished. A slight but very pleasing instance of this feeling, naturally and happily expressed, occurs in the Journal of his last Mission. After mentioning that he had been under the necessity of leaving WILLIAM ALLEN, a sick soldier, at Nummasoolo, and that he had paid the Dooty for him as usual, he adds: "I regretted much leaving this man. He had naturally a cheerful disposition, and he used often to beguile the watches of the night with the songs of our dear native land."

The intercourse of Mr. SCOTT and Mr. PARK, during the short period of their connection, was habitual and constant; and their conversation, as might be expected, often turned upon Africa. Upon one or two occasions, Mr. PARK communicated to his friend several remarkable and very interesting adventures, which had happened to him during his journey, but were not mentioned in his printed Travels. On being asked the reason of this omission, which appeared to his friend somewhat unaccountable, his reply was striking and characteristic. He said, "that in all cases, where he had information to communicate, which he thought of importance to the public, he had stated the facts boldly, leaving it to his readers to give such credit to his statements as they might appear justly to deserve; but that he would not shock their credulity, or render his travels more marvellous, by introducing circumstances which, however true, were of little or no moment, as they related solely to his own personal adventures and escapes."—Every reader will regret that Mr. SCOTT is unable to recollect the anecdotes here particularly alluded to. But he has informed the editor that he feels no confidence that he could relate them at this distance of time with sufficient accuracy; and that he will not do his deceased friend the injustice of producing them to the public in an imperfect form.

Mr. SCOTT confirms the truth of what is said in the Memoir respecting Mr. PARK's cold and reserved manners towards persons with whom he was unacquainted. In addition to which, he observes, that Mr. PARK always felt embarrassed by those indirect inquiries which strangers, to avoid the apparent rudeness of blunt interrogations, were apt to make concerning his travels. "This practice," he remarked, "exposed him to two risques; either that he might not understand the questions meant to be put, or that his own answers might be misconstrued; and, in either case, what he said was likely to be reported inaccurately." He used to complain greatly of this false delicacy in persons who were commonly introduced to him; contrasting it with the conduct of Dr. FERGUSSON, who, the first day on which PARK dined at Hallyards, spread a large map of Africa before him, and made the traveller trace out his journey, inch by inch, questioning him minutely as to every part of the expedition, and expecting distinct and precise answers to each inquiry. In this case, however, Mr. SCOTT justly observes, that Dr. FERGUSSON was using a privilege to which he was well entitled by his venerable age and high literary character, but which could not with propriety have been exercised by any common stranger.

Calling one day at Fowlshields upon PARK, and not finding him at home, Mr. SCOTT walked in search of him along the banks of the Yarrow, which is there a romantic stream, running among rocks, and forming deep eddies and pools. In a short time he found the traveller, employed in plunging large stones into the river, and watching with anxious attention the bubbles as they rose to the surface. On being asked by his friend the reason why he persevered so long in this singular amusement; "This was the manner," answered PARK, "in which I used to ascertain the depth of a river in Africa, before I ventured to cross it; judging whether the attempt would be safe by the time which the bubbles of air took to ascend." It was not then known that PARK had any thoughts of undertaking a second mission; but this circumstance left no doubt in Mr. SCOTT's mind, that he had formed such an intention.

Notwithstanding his determination again to visit Africa, he acknowledged that the horrors of his captivity in the Moorish camp of Benowm had never ceased to impress his imagination. When he was affected with indigestion, a complaint to which, after his return from Africa, he was a good deal subject, and by which his rest was much affected, he used often to start from his sleep, in great horror, supposing himself still a prisoner in the tent of Ali.

On leaving Fowlshields the last time, he was extremely affected, and would not venture to trust his own feelings, or those of his family, with a formal parting. He left them, as if with the intention of returning, alleging that he had particular business at Edinburgh, from whence he sent them his final farewell.

Mr. SCOTT describes, in strong and feeling terms, the manner of his last parting with his friend. About the time of his quitting Fowlshields for the last time, PARK paid Mr. SCOTT a farewell visit, and slept at Ashesteil. The next morning, Mr. SCOTT accompanied him part of the way, on his return to Fowlshields, and they rode together over the wild chain of pastoral hills which divide the Tweed from the Yarrow. PARK talked much of his new African expedition, and mentioned his determination of going straight from Edinburgh, without returning to take leave of his family. They were then on the top of William-hope ridge, a lofty hill which overlooks the course of the Yarrow; and the autumnal mist which floated heavily and slowly down the valley beneath them, presented to Mr. SCOTT's imagination a striking emblem of the troubled and uncertain prospect which PARK's undertaking afforded. Mr. SCOTT pressed upon his friend the danger likely to result from his being accompanied with a military force, which he *then* thought the most unsafe mode of travelling in Africa; the number of troops proposed to be employed appearing to be inadequate for conquest, or even for serious defense, yet large enough to excite suspicion.

PARK answered these objections, by describing the manner in which Africa was subdivided among petty sovereigns, who were not likely to form any regular combination for cutting him off, and whose boundaries were soon traversed. He spoke also of the long journies common in those countries, and of the habit of seeing cofles or caravans, of all nations, pass through their territories, on paying a small duty; from which he inferred, that the march of a small party, such as that which was to be placed under his command, would excite no serious apprehension. This interesting conversation occupied the two friends till they had passed the hills, and came to a road where it had been agreed they should separate. A small ditch divided the moor from the road; and, in going over it, PARK's horse stumbled, and nearly fell. "I am afraid, Mungo," says Mr. SCOTT, "that is a bad omen;" to which he answered, smiling, "*Freits* (i. e. omens) follow those who look to them."* With this proverbial expression, and afraid of a formal adieu, he rode away, and was speedily out of sight.

Addition to the Note containing the Discussion relative to the termination of the Niger.

Among the arguments in favour of Mr. PARK's supposition, that the Niger terminates in the Congo, the editor omitted to observe, that the hypothesis in question derives some additional probability from the statement of the guide whom PARK took down the Niger from Sansanding. In PARK's letter to Sir Joseph Banks, he speaks of this person as "one of the greatest travellers in that part of Africa," and represents him as stating, "that the Niger, after it passes Kashna, *runs directly to the right hand, or the south*; and that he never heard of any person who had seen its termination; and that he is certain it does not end any where in the vicinity of Kashna or Bornou, having resided some time in both those kingdoms."

In the advertisement to the second edition, the editor has observed, with reference to the same question, that since this work appeared, some new light has been thrown upon the subject of the Niger, by the article on this publication in the *Quarterly Review* (vol. xiii. p. 140); which contains important information respecting the Congo, and several valuable remarks on the identity of that river with the Niger. If in *one* instance, to which he will not more particularly allude, the editor apprehends that he has just ground of complaint against the article in question; this circumstance ought not to prevent him from bearing testimony to its general merits, and bestowing due praise on the industry and ability with which it is composed. He would gladly have availed himself of the information which it contains, had he not conceived that it would be both superfluous and improper to transcribe long passages from a work, already in the hands of every reader.

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* Mr. PARK, who was very familiar with the songs of his own country, and could repeat the principal of them by heart, alluded probably to the following passage in the well-known and popular ballad of *Edom O'Gordon.*

"Thame luiks to freits, my master dear,
"Then freits will follow thame."

i. e. *Them that look after omens of ill-luck, ill-luck will follow.*

Dr. PERCY's Reliques of Ancient English Poetry, vol. I. p. 105.

Some observations contained in the article now alluded to, make it necessary for him to correct a misapprehension into which the Edinburgh and Quarterly Reviewers have fallen relative to this publication. As it has been erroneously stated in the former of those works, that the duty of writing Mr. Park's life was entrusted to the editor by the African Institution, it is proper for him to state, that his engagements towards that Body were strictly limited to the business of superintending the press, and of adding such few observations as might be necessary to explain the nature and objects of the publication. In prefixing to the Journal a Biographical Memoir of Mr. Park, he acted solely on his own judgment, and followed his own desire of gratifying, in a certain degree, the reasonable curiosity of the public, and doing justice to the merits of that distinguished traveller. He was anxious also to avail himself of the favourable opportunity which this publication presented, for directing the public attention towards the almost forgotten subject of African Discovery, and for pointing out a new object of curiosity and inquiry, materially connected with those discoveries, the River Congo, of which little was then known, and which had been passed over nearly in silence by geographical writers.

In the two latter, at least, of these objects, the editor has reason to hope that his labours have not been altogether unsuccessful. He has the gratification of announcing, that *two* expeditions for exploring the Interior of Africa are now in preparation, and will shortly take place, under the directions of government. The former of these is intended to pursue the course of the Niger, and ascertain the progress and termination of that river, as far as can be effected by following the plans of Mr. Park; the latter is to proceed immediately to the mouth of the Congo, and explore the course of that river, according to the suggestion of Mr. Maxwell, author of the chart of the Congo, the very intelligent friend of Mr. Park, from whose correspondence several extracts have been given in the third Note of the Appendix to this work. The duty of directing and superintending the preparations for the former of these important missions, has been committed by government to Major-general Sir James Willoughby Gordon, quarter-master-general of the British Forces; the arrangements for the latter have been entrusted to John Barrow, Esq. Secretary of the Admiralty. The nomination of these gentlemen to the services in question, cannot fail to be highly satisfactory to the public; as it affords the best assurance of ultimate success to the undertakings, which can be derived from great zeal and ability on the part of those, to whom the care of superintending the preparations is entrusted.

[To be continued.]

J. S. S.

NAVAL LITERATURE.

Remains of the late JOHN TWEDDELL, *Fellow of Trinity College, Cambridge; being a Selection of his Letters, written from various Parts of the Continent, together with a Republication of his Prolusiones Juveniles; to which is adjoined, an Appendix, containing some Account of the Author's Journals, MSS. Collections, Drawings, &c. and of their extraordinary Disappearance. Prefixed is a brief Biographical Memoir* by the Editor, the Rev. ROBERT TWEDDELL, A.M. Illustrated with Portraits, picturesque Views and Maps. London: Mawman. 1815. 4to. pp. 480 and 180. price *3l. 3s.*

IT is with feelings of much self-gratulation that we open the Volume before us; not to claim any share in the merit of its contents, but as having been casually the cause of their publication.

In our Review of the late Mr. THORNTON's "*Present State of Turkey*,"* we had occasion to notice the extraordinary stoppage and disappearance of the late Mr. John Tweddell's manuscripts, drawings, &c. and to state certain circumstances connected therewith, which attracted the attention of that gentleman's family, and has eventually induced them to present the public with his truly valuable REMAINS; and to lay before it the whole particulars of the Correspondence relative to the very extraordinary transaction above mentioned.†

This explanation is the more necessary, as in reviewing the above Publication we may be thought to have deviated from our professed adherence only to the notice of works strictly nautical or geographical. The circumstance, however, of the Naval Chronicle having been as it were the parent of its publicity, will justify the ample, although somewhat anomalous review of it, which we intend as a highly-merited tribute to departed worth (in the most honorable acceptation of the term), and in recommendation of a series of Letters which, written in the spirit of private friendship, and with the ease of a relaxed mind, will be found invariably characterized by the correctness of an elegant scholar, and generally replete with personal anecdote and desultory information, descriptive of foreign men and manners, and of Nature in her most sublime scenery.

We shall commence our review of this rich Volume, with a brief biographical account of its distinguished author.

The name of Tweddell is familiar to every scholar. We look back at this moment with feelings of melancholy satisfaction, to the time when, within the walls of Trinity College, he was in the full credit of academic honors, in a circle of friends who knew how to appreciate his excellence, and who dwelt with fond anticipation upon the splendour of his future course. How lamentably these hopes have been disappointed, and how singular is the fate which deprived his country of his important and indefatigable labours, the volume before us will but too clearly demonstrate.—The work is published by his brother, the Reverend Robert Tweddell: it consists of a brief Memoir, of Correspondence, of an Appendix, and a republication of the Juvenile Prolusions, which first appeared when their author was a Bachelor of Arts. It is drawn up with simplicity, and will excite, we have no doubt, a considerable share of public attention.

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* *Vide* N. C. Vol. xxiii. page 46.

† The old adage has very lately been realized, that "*Those who hide can find.*"

John Tweddell, as we learn from the Memoir, was born at Threepwood, near Hexham, in the county of Northumberland. He was the eldest son of Francis Tweddell, Esq. an able and excellent magistrate. At the age of nine years he was sent to school at Harforth, near Richmond, in the north-riding of Yorkshire, under the superintendance of the Rev. Matthew Raine, father of the late Dr. Raine, of the Charter-house. His talents were soon discovered by his intelligent master, and were cherished by him with kind solicitude. Before he proceeded to Cambridge, he was placed for some time under the tuition of Dr. Parr. He shared largely in that kindness, which Dr. Parr has at all times been ready to shew to his pupils; and his subsequent attainments proved him to be a scholar worthy of so learned a master.

His career at the university was marked by unprecedented honours. Few things are more dry than a catalogue: yet it may not be uninteresting to some of our readers, if we give in this way a short specimen of the possible attainments of a young man who possesses industry and talent. We shall state simply the several subjects mentioned in the Prolusions.

No. 1. *Batavia rediviva*, a Greek Ode.

No. 2. *Batavia rediviva*, a Latin Ode.

No. 3. *Quid novi?* two Epigrams; one in Greek, and one in Latin.

These compositions obtained Sir W. Browne's three gold medals, and were recited in the Senate-house, in July, 1788.

No. 4. A Prize-declamation in Latin, delivered in the chapel of Trinity College, 1788.

No. 5. A Latin Speech (panegyrick upon Locke) delivered, according to the College-regulation, by the prize-man.

No. 6. An English Prize-declamation, 1789.

No. 7. A *Thesis* read in the Schools, 1789.

No. 8. A Greek Ode.

No. 9. Two Epigrams.

Nos. 8 and 9 were rewarded with Sir W. Browne's Medals in 1789.

No. 10. A Latin Speech recited in the schools, in consequence of Mr. Tweddell's obtaining one of the Classical Medals conferred on two Bachelors of Arts, 1790.

No. 11. A Speech on the Character of King William the Third, rewarded with a prize of books by Trinity College, 1790.

No. 12. An Essay, which gained the first prize annually given to Middle Bachelors, 1791.

No. 13. An Essay, distinguished by the same honour in the following year, 1792.

It is no part of our object to enter upon a critical examination of these compositions. They have received their tribute of praise from some of the most distinguished scholars of the age, both at home and abroad.

In 1792, Mr. Tweddell was elected Fellow of Trinity College, and soon afterwards entered himself a student of the Middle Temple. It appears, however, that the study of the law was little suited to his warm imagination and classical taste. It is no unusual thing for elegant scholars to turn at first with considerable disrelish from legal technicalities: a more intimate acquaintance with them has indeed a mighty effect in smoothing the rugged features of those strange companions with whom a young lawyer is compelled to associate; and many, who at first are appalled by their appearance, soon learn to relish their society. But Mr. Tweddell could never overcome the prevailing aversion of his mind; and in the summer of 1795, he determined to embark for the Continent, partly with a view to obtain such knowledge of different countries as might qualify him for diplomatic life. His Correspondence commences at Hamburg; and gives some account of his progress and pursuits in Switzerland, the North of Europe, and various parts of the East, till his arrival in the provinces of Greece. After visiting several of the islands in the Archipelago, he resided four months in Athens, "exploring with restless ardour, and faithfully delineating, the remains of art and science discoverable amidst her sacred ruins." He died at Athens, after an illness of a few days, on the 25th of July, 1799, and was buried in the Temple of Theseus.

When Dr. Clarke was at Athens, he paid a visit to the Temple of Theseus; and with his characteristic activity and benevolence, took considerable pains to provide a proper covering for the grave of Tweddell. Large blocks of Pentelican marble from the Parthenon, which had been sawed from the bas-reliefs, intended for Lord Elgin, were then lying in the Acropolis; one of these was procured; and when he left Athens, every thing seemed likely to proceed according to his wishes. Some difficulties occurred after his departure; but at length, by the exertions of Lord Byron, and Mr. Fiott, of St. John's College, the stone has been laid; and a Greek Epitaph, composed by the Rev. Robert Walpole, of Trinity College, Cambridge, has been inscribed upon it.

The following letter to Mr. Walpole contains a specification of the difficulties above alluded to, which were essentially little else than a contest for the honour of placing over the grave of Mr. Tweddell a local memorial of his learning and virtues:—

Copy of a Letter from a Friend at Athens to the Rev. R. WALPOLE, A.M.

"MY DEAR WALPOLE, *(Dated) Athens, February* 25, 1811.

"At length your inscription is engraved on a white marble slab placed over Tweddell's grave. The marble is four feet ten inches long, by three feet four inches wide; it is not of so good a quality or form, nor are the letters as well engraved as one would wish ; it is, however, the best which could be had ; and, considering the difficulties and obstacles which were to be overcome, most persons are satisfied with it.

" It appears that when Lord Elgin was in Athens, he manufactured a long Latin inscription, in honor of himself and of Tweddell, which was left with Lusieri, who had orders to engrave it, and place it over Tweddell's grave in the Temple. The latter deferred so doing from time to time ; and not having a good opinion of his lordshid's latin, he sent the inscription to Naples, where his relation, a learned father, Daniel, biographer to the king, absolved it from all its impurities, and sent it back again, considerably shortened. Much as he confides in this father, still, even in its present state, Lusieri neglected to place it upon marble ; and upon arriving here I found that nothing had been done. Upon sounding Lusieri, with respect to his intentions, it appeared that he was positively bent on beginning his corrected inscription immediately ; and he offered to allow me to engrave mine under his, on a very fine marble slab which he has for the purpose. I inclose you a copy of his inscription in its Neapolitan form—the original I have not seen, but I am told that it was much longer. Upon my not acceding to this coalition, he proposed to me to engrave my inscription on the wall of the Temple, as he declined to allow it to appear alone on his marble, as was my wish, and to suppress Lord Elgin's entirely.

" A deal of time was thus spent—but all to no purpose. Lord Byron entered most heartily into the cause, and supported your inscription ; Mr. Cockerell and Mr. Forster, two Englishmen, were also with us—nothing, therefore, remained but to act in defiance of Lusieri ; and to act *à l'Italienne*, in secret, lest he should place his stone in the Temple before we could get another ready.

" The Disdar offered to sell any marble in the Acropolis—But Athens could not furnish means to remove one thence, on account of the size, and no person possessed a cart but Lusieri. A beautiful marble next fell in our way, and it required sawing through the middle ; but no one in Athens had a saw but Lusieri. Both these plans were therefore abandoned : at last, by examining private houses, a slab was found in the house of an Albanian, of convenient thickness ; it was purchased ; and, after two days labor, it was dragged up and placed in the Temple. Excellent masons as these good folks were formerly, yet no instruments were to be found in modern Athens to polish or plane it ; we were therefore obliged to have it hammered as smooth as we could. Mons. Fauvel was so good as to take a deal of trouble and interest in the affair ; and he drew the letters, and marked them out in so clear a manner, that it was impossible for the letter-cutter to make a mistake ; there is only *one* person *now* in Athens of this latter description.

" I believe Mr. Lusieri heard of our having gotten possession of the ground, while he was drawing the letters of his own inscription. He informs me that he shall certainly place his marble in the Temple also : but I do not suppose that he will remove ours. It is placed exactly in the centre of the Temple ; as Mons. Fauvel was careful to have Tweddell's grave dug exactly there, in the hopes of finding some remains of Theseus. It was placed there on the 15th of February, and finished on the 22d.

" I was obliged to engrave the name TVEΔΔEΛΛ above your inscription ; as during the last summer, Mr. Watson, a nephew of Mr. Wilkie, of Malta, died in Athens, and was buried by the side of his countryman. We have been for this last fortnight endeavouring to find a marble to place over his grave ; and to-day we have succeeded, having had a repetition of the same trouble as before. The inscription which will be engraved on the marble is written by Lord Byron.

" Believe me, &c. &c.

**** *****."

The epitaph, with an English translation, is thus given by the Editor, and the euphony of the Greek is not unskilfully preserved in the English version.

ΤVΕΔΔΕΛΛ

Εὕδεις ἐν φθιμένοισι· μάτην Σοφίης ποτ᾽ ἔδρεψας
  Ἄνθεα, καί σε νέον Μοῦσ᾽ ἐφίλησε μάτην.
Ἀλλὰ μόνον τοι σῶμα τὸ γήϊνον ἀμφικαλύπτει
  ᾽Τύμβος· τὴν ψυχὴν οὔρανος αἰπὺς ἔχει.

Ἡμῖν δ᾽, οἳ σε φίλοι φίλον ὡς, κατὰ δάκρυ χέοντες,
  Μνῆμα φιλοφροσύνης, χλωρὸν, ὀδυρόμεθα,
Ἡδὺ γ᾽ ὅμως καὶ τερπνὸν ἔχειν τοῦτ᾽ ἐστιν, ΑΘΗΝΑΙΣ
  Ὣς συ Βρέταννος ἐων, κείσεαι ἐν σποδίῃ."

TRANSLATION.*

Sleep'st thou among the dead? Then hast thou cull'd
  In vain fair Learning's flowers, the Muse in vain
Smil'd on thy youth—Yet but thy mortal mould
  Hides this dark tomb; thy soul the heav'ns contain.

To us, who now, our friendship to record,
  O'er thee, pale friend! the tears of mem'ry shed,
Sweet solace 'tis, that here thy bones are stored,
  That dust Athenian strews a Briton's head.

Such was the respect due, and duly paid, to the memory of this elegant scholar, and the natural wish to collect and preserve the fruits of his learned and laborious researches for the elucidation of ancient literature and the advancement of general knowledge, is thus expressed, and its disappointment recorded, in terms of genuine feeling, by his respectable and respected relative, the Editor:—

" The learned have looked with wearied expectation, and the friends of Mr. Tweddell with disappointed anxiety, to receive from the press some portion at least of the very large and choice materials which he had prepared for publication, both from his own pen, and from the pencil of an eminent artist, Mons. Preaux, acting under his immediate direction; these it may be presumed, coming from a traveller so accomplished and so indefatigable, must have shed new and extraordinary light on the antiquities of Greece, and more particularly on those of Athens; whilst the journals of his travels in some of the mountainous districts of Switzerland, rarely, if ever before, visited, and in the Crimea, on the borders of the Euxine, could not have failed to impart much novel information.

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* The kindness of a friend, whose favours are highly valued, supplies this translation. (Ed.)

"But it will be heard with equal regret and surprise, that notwithstanding the most urgent and diligent endeavours made by Mr. Tweddell's friends—notwithstanding the arrival at Constantinople of his papers and effects from Athens, and the actual delivery of his Swiss journals, with sundry other manuscripts, and above three hundred highly-finished drawings, into the official custody of the Earl of Elgin, then British ambassador at the Othman court, it remains at this time a mystery, what is actually become of all the valuable manuscripts, drawings, and other property of an individual of the English nation, imperatively detained by the minister of that nation in a foreign land, under the sacred pledge and responsibility of the public faith! Neither have all the investigations set on foot by his friends, nor the more recent representations addressed to the noble lord himself, obtained any explicit or satisfactory elucidation of the strange and suspicious obscurity which hangs over all the circumstances of this questionable business!!

"The Editor of this Volume feels it right to observe, that his motives in giving it publicity, originate in an affectionate respect for the memory of a brother, and in a natural solicitude to shew, how copiously Mr. Tweddell had prepared the means of gratifying those just hopes which his great attainments excited in the public mind; and with yet a further view, to *vindicate his surviving relatives* from any suspicion of having voluntarily withheld from the world any portion of the accumulated fruits of his labors."

Of that portion of Mr. Tweddell's Remains now for the first time published, we shall proceed to give our readers such extracts as may, in our judgment, be most likely to blend amusement with information, though, in fact, so generally is the *utile dulci* the character of the volume, that we shall find little difficulty in selecting for our purpose.

If the reader should expect to find in the letters of Mr. Tweddell a full account of the manners, politics, antiquities, or curiosities of the several countries which he visited, let him prepare for disappointment. The letters were written for the most part in considerable haste, without any view to publication, and simply with the design of keeping up that pleasing intercourse which every traveller is desirous to maintain with his family and friends. His stores of information were to be poured forth on his return. He carefully noted in his journals every thing which he considered it as worth his labour to treasure up, and was contented with communicating such intelligence as a traveller under such circumstances, and who is anxious to make the best use of his time, is likely to impart.

From letters thus hastily written, and in many cases not even revised, it would be absurd to suppose, that we can form any just estimate of the talents and attainments of their lamented author. They display, however, a friendly and affectionate disposition; a spirit not easy to be subdued; an independence of character, and a thirst for knowledge, which have rarely been surpassed, and a liveliness of imagination and cheerfulness of mind—although sometimes overcast with gloom—which must have endeared him to every circle. As his political views had led him to expect, like many other benevolent persons in this country, some great and signal blessings from the French Revolution, he was proportionably disappointed in the failure of his hopes. He speaks frequently of the French, but always in the terms which their ambition and rapacity at that period deserved. He was by natural constitution warm and zealous on the subjects which interested him; and warmth and zeal not unfrequently led to error: but the account, which in early life he gave of himself to his mother, was strictly correct, that his zeal and earnestness would never allow him to engage in any thing which he did not feel to be right, and that he never would persist in any thing deliberately, which he did not approve.

His first letter is to James Losh, Esq. which contains a brief narrative of his passage across the water:—

"MY DEAR LOSH,* *October 5th*, 1795.

"Though I am fitter to go to bed than to sit up in my chamber writing to any one, yet, as I know you will be anxious to hear from me, and as a mail leaves Hamburg for England to-morrow, I will just tell you that I am arrived, and inquire after you. I hope you received the letter which I wrote from on board the Apollo, before we cleared the river; and in which I lamented the suddenness of my departure, occasioned by the haste and precipitation with which Wolff† concluded the bargain with our Danish captain on the Tuesday night, obliging us to depart early on the Thursday morning; I have left several things undone by this means which I ought to have done. We have had a most tedious and dismal passage: instead of five or six days, we have been out *twelve;* during the first part of which we had the wind adverse, then tempestuous, then calm, and only one day directly in our favour. I found myself very well at first, but, during the rough weather, dreadfully sick; and I lay in bed three successive days in consequence. At last, on approaching the mouth of the river Elbe, the weather being both dark, and the wind adverse, and ourselves weary of delay to the last degree—our fresh provisions also being long since exhausted, we hailed a little Dutch fishing-smack, and agreed with the fishermen to take us to Hamburg, among other fish—but the same ill-luck still pursuing us, and finding ourselves, contrary to expectation, at the end of *twenty-three hours more*, at a considerable distance from Hamburg upon the river, though not more than eleven or twelves miles by land, and, by reason of contrary wind and tide, not proceeding at the rate of a mile an hour, we determined to leave the servant in the fishing-smack, to take care of our luggage, and we ourselves were put on shore, to cross the country on foot through Holstein, according to such directions as our Dutch patrons could make intelligible to us. *Enfin nous voici à Hambourg*—but the servant is not yet come, nor do we expect him for some hours; we ourselves arrived at two o'clock. I am tolerably well, not very. I have been much *ennuyé* by the unpleasant and tedious scenes I have lately undergone—and want to be a little recruited. I hope very soon to indemnify myself for a part of my fatigues, by a night's rest—among which fatigues the last is not the least, *that* of sitting up all night in the luxurious retirement of a fishing-smack. You must now permit me to say " good night." You will easily conceive that I need some repose. God bless you, my dear Losh. Let me hear often from you—and tell me, what I have no doubt you ought to tell me, if you tell me true, that you are in reality much better, and in imagination not worse. Remember me to all your family, and

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* "James Losh, Esq. barrister-at-law, of Newcastle-upon-Tyne, was a fellow-collegian of Mr. Tweddell, and next to his own family, enjoyed, perhaps, his most intimate friendship and society. The benevolent virtues of his character, and his many attainments, were the bonds of that friendship which so frequently and feelingly appears in the following pages.." (ED.)

† "Mr. Jens Wolff, the Danish consul:—a gentleman who has lately presented to the public a lively and elegant book, entitled:—*Sketches on a Tour to Copenhagen, through Norway and Sweden; interspersed with Historical and other Anecdotes of Public and Private Characters.* To which is added, an *Appendix, relative to the present political state of Norway.* This volume, which contains a rapid account of the author's travels, is inscribed to that ephemeral monarch, Christian Frederick, who for a little while contrived to fix the attention of Europe upon Norway, and, after making many vaunting declarations of his heroism and zeal, suddenly abandoned the throne, when the Sweds passed the frontier of a kingdom to which he had an equivocal relation. But, though one neither can approve of the encomiums here paid to that prince, nor admire the spirit of Mr. Wolff, in imperiously pronouncing judgment against the amiable and unfortunate Caroline Matilda of Denmark, it is but justice to say that this volume affords much curious historical information, many descriptive sketches, and some biographical notices, which are altogether new in this country. The ornamental illustrations of the book do great credit to the taste and liberality of the author, who certainly has not consulted pecuniary advantage in this publication of his travels."

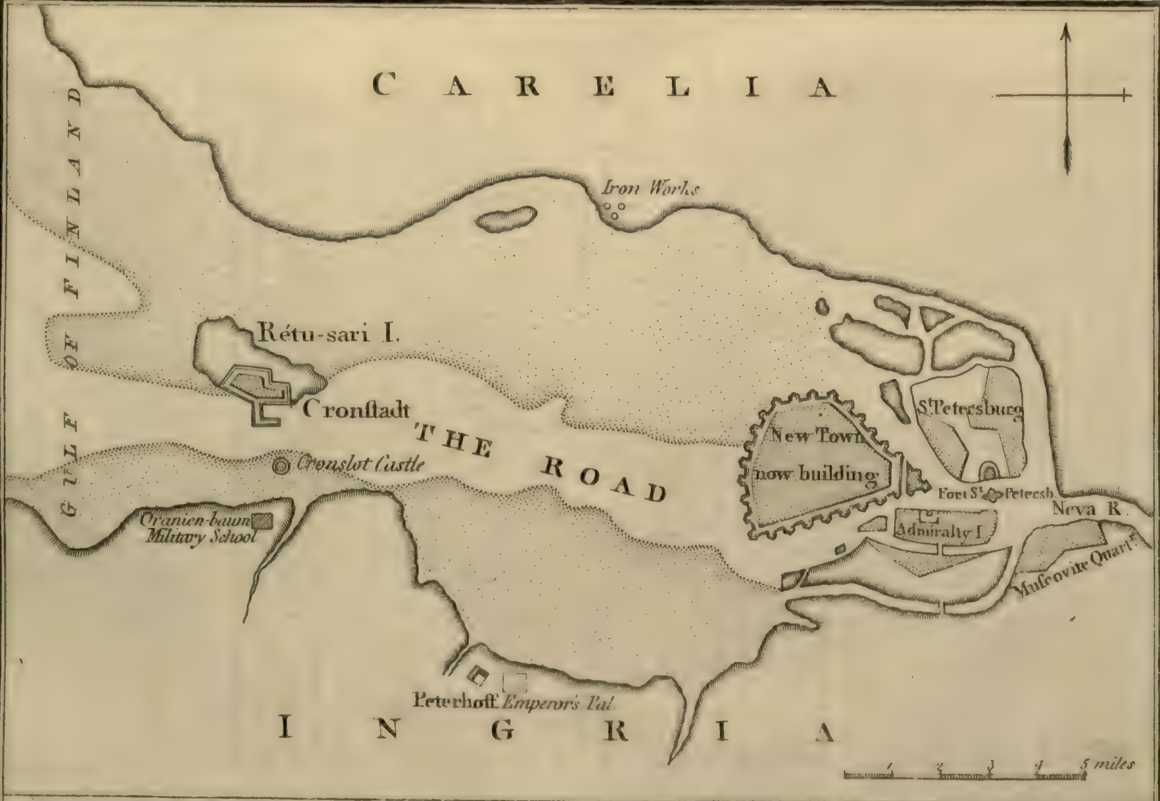
" Believe me to be, ever very sincerely,
" Your affectionate Friend,

J. Tweddell."

In a letter to his father, dated Berlin, Mr. Tweddell informs him of a conversation he had with the late King of Prussia, and that, among other questions of travelling, the King inquired in what estimation we held Bruce. The Editor avails himself of this opportunity to insert the following note to the credit of that distinguished traveller.

" A recent traveller, whose peculiar honour it is to take pleasure in vindicating the merits of his ingenious countrymen, who have been his predecessors in the same route, makes the following observation :—' The officers of General Baird's army in Egypt spoke highly of the accuracy of Bruce's observations; and the General himself assured me, that he considered Great Britain as indebted to Bruce's valuable chart of the Red Sea, for the safety of the transports employed in conveying the British forces.'—(See Dr. Clark's iiid. vol. p. 58): also see a very interesting account of the examination of an Abyssinian priest by Dr. C., completely establishing, in numerous particulars, the authenticity of Mr. Bruce, in all that he relates. (pp. 59—67.") [Ed.]

[To be continued.]


C A R E L I A
Iron Works
GULF OF FINLAND
Rétu-sari I.
Cronſtadt
THE ROAD
Cronslot Castle
Oranien-baum
Military School
New Town
now building
St. Petersburg
Fort St. Petersb.
Neva R.
Admiralty I.
Muſcovite Quart.
Peterhoff Emperor's Pal.
I N G R I A
1 2 3 4 5 miles

St. Petersburg Harbour, *is situated in the Gulf of Finland and is formed by the mouths of the River Neva. Large Veſsels come no higher than Cronstat. The City is in Latitude 59°. 56'. North. Longitude 30°. 19'. East from London.*

PLATE CCCCLIII.

The Harbour of St. Petersburg.

ST. PETERSBURG.—In the intermediate Nine years between the memorable defeat at Narva, and the victory at Pultova, the Czar PETER I. gained some trophies at Marienberg, Noeterburg and Nyenschantz, and in the neighbourhood of the last mentioned citadel he laid the foundation of that magnificent city, which still perpetuates his name. Still, St. Petersburg, with all the additional splendour which it received from that extraordinary woman, the second CATHARINE, is yet little more than an immense outline, adorned with many durable monuments of architectural taste and princely munificence, which however will require future reigns, and almost future ages to complete.

St. Petersburg is built on both banks of the Neva and on several islands; it has six miles extent in every direction, and a population of 241,000, of which 22,700 are foreigners; *viz.* 18,000 Germans, 2,300 French, 1,500 Swedes, and 900 English. The mouth of the Neva is choaked by sands, over which are only seven to eleven feet water, according as the wind is from the East or West; hence loaded ships of burden cannot approach the city within four miles, and the large men of war built here are floated over the bar by camels,* which raise them eleven feet.

The Neva at Petersburg forms three branches, uniting both by nature and art with several rivulets. The greater part of the left bank of the principal branch is lined with blocks of granite, forming a superb quay, and the two largest rivulets, the Fontanka and Moika, are lined in the same manner. The water of the river is used for all domestic purposes, though it was supposed to produce cholics, dysenteries, and cutaneous diseases; a careful analysis has however proved that it contains no substance capable of causing these maladies. With easterly winds the river often falls three or four feet below its general level, and in westerly ones sometimes rises from ten to fifteen feet. These elevations formerly did much damage, but are become much less dangerous since the banks of the river have been raised and quayed in.

The manner in which the Neva begins to freeze and to break up, is worthy of notice. Lumps of ice are first seen floating, when the bridges are immediately taken to pieces. For one or two days the pieces of ice drift with the stream, and the river is crossed in boats; but the increase of ice is so rapid, that it is common to see in the interval of two hours, the river covered with boats and with people on foot. The breaking up of the ice almost always takes place suddenly. As the spring arrives, the thawed snow forms a spongy kind of ice, which, as the water penetrates it becomes of a black colour; the ice itself beginning to melt, clear spots are formed while the beaten paths still remain firm, and the river is crossed both in boats and on foot. At length the icy roads themselves fall to pieces, and the ice floats in large masses down the stream. The ice in the lake Ladoga does not begin to break up until some days after the river, and the pieces continue to issue from it for two or three days, bringing with them a great increase of cold.—When the river is free from ice, three guns are fired from the fortress, and at this signal the commandant embarks in a boat, hoisting the flag of the city, and followed by several others, proceeds before the fortress, which he salutes with seven guns, and is answered with five. Before this signal no boat is permitted to venture on the river, and while it remains open a gun is fired morning and evening.

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* The camel is a machine invented by the celebrated De Witt, for the purpose of floating large ships from Amsterdam over the Pampus. It is composed of two water-tight boxes, whose outsides are perpendicular, and the insides shaped so as to fit the bottom of the vessel; each part has a small cabin with ten plugs; when about to be used, as much water as is necessary to sink them is let in by the plug holes, and when properly fixed under the vessel, the water is pumped out, and the vessel is gradually buoyed up.

The streets of Petersburg are all straight and very wide. It has 4,000 houses of wood or of brick painted to resemble stone, and seventy churches, in which divine service is performed in fourteen different languages. The fortress, which is in the middle of the city, contains the mint, the archives of the empire, and what still more attracts the notice of travellers, the boat named the Little Grandsire, constructed at Moscow for Alexis, the father of Peter the Great, and which gave the latter the first idea of a marine.

The principal exports of Petersburg are iron, hemp, flax, cordage, tallow, hides, linseed oil, hemp and flax seed, planks and rafters, leather, soap, candles, wax and honey, fish, cavier, tobacco, rhubarb, tea, isinglass, feathers, coarse linens, furs. The number of vessels that enter annually is from 1,000 to 1,200, and the number that sail from 900 to 1,000. Four to five hundred English vessels take off annually one million and a half puds of iron, and two million puds of hemp. The variation of the commerce of this city since 1742 has been as follows.

	Exports. Millions of Rubles.	*Imports.* Millions of Rubles.
1742	2½	2
1757	4½	3
1774	9	7½
1777	14½	9½*
1778	12¼	8
1780	11	8½
1785	13½	10
1789	18½	15¼
1790	13¼	12¼
1793	24	14½
1805	30	20

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* This year England took off for nine millions, and imported for three millions.

The principal imports are English cotton manufactures for upwards of two millions; French wines for two millions; colours one million and a half; coffee one million; drugs half a million.

The movement of the port of Petersburg in 1810 was as follows.

Large vessels entered from sea	636
Small craft...... ditto	5,538
From the interior by the inland navigation	4
Wodowick's	846
Loaded boats	4,759
Empty ditto	4,005
Boats with passengers	60
Yachts	71
Sloops and barges	16

The foreign mercantile houses established at Petersburg in 1790, were twenty-eight English, seven Germans, six Dutch, four Danish, four French, two Swiss, two Portuguese, one Spanish, one Italian, and several Prussian. All disputes respecting trade are arranged by a board of trade established by Peter the Great, composed of natives and foreigners. All vessels are obliged to discharge their cargoes at, and ship them from the custom-houses of Petersburg or Cronstadt, to prevent smuggling.

Cronstadt, the principal station of the Russian fleet, is built on a little island in the gulph of Petersburg, four leagues below the city, four miles from the coast of Ingria, and nine from that of Finland. Its name in Finnish was Retu-sari, which the Russians changed first to Kotloï Ostroff or Cauldron Island, and in 1723 Peter the I. gave it that of Kron-stadt or Crown City. It is about six miles long and from half to one mile broad; is almost entirely composed of sand, except a ridge of granite running through the middle. The town is on the S.E. extremity, and has a population of 30 to 40,000 persons, of whom 250 only are free citizens, 3,000 are soldiers, 10,000 seamen; the remainder is made up of artificers and labourers in the arsenals, domestics, &c. It has some good buildings of brick plaistered, amongst which are the barracks, marine hospital, an hospital for the workmen and others, a navigation school, &c.

The fortifications of Cronstadt are towards the sea a jetty of piles, and towards the land a rampart. It has three havens, two for ships of war, and the third for merchant vessels, which are separated by two jetties of granite. The grand canal began by Peter the First and finished by Elizabeth in 1752, is 238 fathoms long, fifty-six feet broad, and twenty-five deep. It is entered from the sea, and communicates with dry docks, which have a length of 150 fathoms more. It forms a cross, of which the middle is circular, and is entirely lined with granite. It requires nine days to empty the dry docks when full. The water is let out by a sluice into a reservoir, from whence it is pumped by steam-engines into a canal that communicates with the port. The principal men of war's port has space for thirty sail of the line, but there is not depth for such a number, and hence, several are obliged to remain in the middle port; the principal port is defended by bastions of granite or wood. The merchant's haven is closed by a boom and defended by a battery on each jetty head.

The channel to Petersburg is between Cronstadt and the coast of Ingria, and is narrowed by shoals to three-quarters of a mile: the depth is only four fathoms. On the Ingrian side of the channel is Cronslot Castle, on a sand-bank. It is a round building, supported by many outworks on the side of the channel, mounting fifty guns. On the Cronstadt side the channel is defended by St. Peter's battery mounting 100 guns. The channel between Cronstadt and the coast of Finland has only five feet water.

Oranienbaum, on the coast of Ingria opposite Cronstadt, is a royal residence, built on an artificial terrace 100 feet above the level of the sea. It has but two stories, and is composed of a centre and two wings united by long collonades.

Monies.

2 poluska.........1 denusca.
2 denusca.........1 copec.
2 copecs ....1 groska.
3 copecs ....1 altin.
5 copecs ....1 patoc.
10 copecs ....1 grivenck.
5 grivencks ....1 poltina.
2 poltinas, or
100 copecs ....1 ruble.

Merchants' accounts are kept in rubles and copecs. Petersburg gives 8 rubles, 57 or 58 copecs, for the 1*l.* sterling on London.

Weights.

3 solinick.........1 lot.
32 lots ....1 pund.
40 pund...........1 pud.
10 puds ....1 berkovitz.

The pud is 36lb. English.

Long Measure.

16 verschoks ....1 archine.
3 archines.........1 sagene.
500 sagenes ....1 werst.

The archine is 28¼ inches.

The werst and half, one English statute mile nearly.

Dry Measure.

2 tsehetwerck .....1 pajak.
2 pajaks ....1 palosmina.
2 palosmina.......1 tschetwert.

The tschetwert weighs 9½ puds, and is equal to 5¾ Winchester bushels.

Liquid Measure.

11 tscharka ....1 kruska.
4 kruska ....1 vedro.
4 vedron ....1 browska.

The vedro is 13 quarts English. The oxfod is 18½ vedron, or 6 ankers.

J. S. S.

CHRONOLOGICAL SKETCH

OF THE

MOST REMARKABLE NAVAL EVENTS

OF THE YEAR 1815.

JANUARY.

2. THE Prince Regent was pleased to confer the Most Hon. the Order of the Bath on the officers serving in the Peninsula, to be composed of three classes, differing in degrees of rank; *viz.*—first class, Knights Grand Crosses; second, Knights Commanders; third, Knights Companions.

8. The attack upon New Orleans failed, with great loss to the British.

15. The American frigate President captured by the Endymion, under the command of Captain Hope, off Sandy Hook.

17. The Sylph sloop of war was shipwrecked on Southampton Bar, Shinecork Bay, and out of her complement of men, consisting of 117 souls, 111 perished.

25. Lord Castlereagh, at the Congress at Vienna, invited the Allied Powers to abolish the Slave Trade.

FEBRUARY.

11. A tremendous thunder storm, which was felt from the North Sea to the provinces of the Rhine.

24. The Corporation of London presented an Address to the Prince Regent, on the peace with America.

26. Buonaparté sailed from Porto Ferrajo, bound to France.

28. A Proclamation issued by the King of Naples and Buonaparté, in which they guarantee the independence of Italy.

MARCH.

1. Buonaparté landed, with 1000 men, at Cannes, between Frejus and Antibes. The King of France, in consequence, proclaimed him a traitor.

10. The partizans of Buonaparté made an attempt to seize the arsenal at Laon.

13. Buonaparté left Lyons; Marahal Ney pursued him.

17. Several Treaties were laid before the Parliament; *viz.* the Treaty with Denmark; the Convention with Spain. The Treaty of Spain signed at Madrid, and the Treaty with the United States of America.

21. Information received of the Prince of Orange being proclaimed King of the Netherlands.

—. Buonaparté took possession of Paris.

22. Ney formed a junction with Buonaparté, and made a most dishonourable proclamation.

25. A Meteorological Phenomenon was observed at Shempston, North Britain. At about 50 minutes past 8 P.M. the moon having then about ten degrees of apparent altitude, a most beautiful and splendid Lunar Iris was seen in the western hemisphere.

26. The Abercrombie East Indiaman was wrecked off Portland—crew lost.

28. The Howe, of 120 guns, was launched at Chatham.

APRIL.

4. Buonaparté made an overture of peace to this country.

7. Lord William Bentinck sent orders to the different English commanders in the Mediterranean, to begin hostilities against King Joachim by sea and land.

—. A serious riot by the American prisoners at Dartmoor attempting to escape: unfortunately, 12 were killed, and 30 wounded.

8. Buonaparté proclaimed a decree, calling all officers and men to rejoin his standard.

10. A beautiful meteor perceived at Worcester.

15. A proclamation by the Emperor of Austria, by which he adds the title of King of Lombardy and Venice to his other distinctions.

16. The Counsellor of Finances set off from Berlin for London, to receive two millions sterling, which England lent to meet the expenses of the war.

—. The Austrian army entered Bologna, from whence the Neapolitans retreated.

20. The Imperial Proclamation for the establishment of the kingdom of Lombardy and Venice was made public.

24. The new Dey of Algiers accepted and ratified the treaties between Spain and that Regency.

26. The declaration of war by England against the King of Naples read to the Austrian army.

MAY.

2. Buonaparté left Paris to meet the force of the Allies.

6. Ancona blockaded by the English.

20. An Armistice between the Allies and the Neapolitans.

22. Prince Leopold of Sicily made his entry into Naples, at the head of the Austrian troops.

23. The German constitution regulated and adopted by three Powers, Austria, Prussia, and Hanover.

29. The three Legations restored to the Pope.

JUNE.

16. Buonaparté obtained an advantage over the Prussians.

17, 18. Glorious battle of Waterloo. Buonaparté fled. The Duke of Wellington's horse was killed under him. The Prince of Orange distinguished himself, and received a severe wound. The Duke of Brunswick, brother of the Princess of Wales, that meritorious and distinguished officer, received a mortal wound, at the head of his brave corps. The Duke of Wellington's head-quarters at Waterloo.

—. The King of Sicily entered Naples, after an absence of nine years.

21. The Russians passed the Rhine, and Lord Wellington entered France.

23. A brilliant and general illumination in celebration of the above glorious victory.

25. Buonaparté made a proclamation, calling on the French to save the honour and independence of the nation !

29. Louis XVIII. entered Cambray.

30. Lord Castlereagh left London for Ostend.

JULY.

1. The deputation of the provincial government of Paris arrived at the Duke of Wellington's head-quarters, to demand an armistice.

3. Paris capitulated.

4. In virtue of the convention of St. Cloud, the Allies were put in possession of St. Denis, St. Omer, and Chinchy.

5. They took possession of Montmartre, St. Chaumont, and Belville.

—. Buonaparté left the heights of Montmartre with a few troops: Marshal Oudinot was in Paris with 20,000 national guards, who had declared for Louis the Eighteenth.

—. An Address presented to the Prince Regent by the Corporation of the City of London, in congratulation of the battle of Waterloo.

8. Louis the Eighteenth entered Paris in consequence of the Allies having possession.

13. Couriers despatched by the government of Austria to put the Pope in possession of the Papal States.

15. Buonaparté embarked on board the Bellerophon, off Rochefort, and gave himself up to Captain Maitland ; sailed next day for England.

—. A most destructive fire at Kingston, in Jamaica.

18. The Prince Regent, as guardian of Prince Charles Frederick Augustus, son of the late Duke of Brunswick, took formal possession of the Duchy of Brunswick, and directed the government to continue the regular administration of the country.

24. The Bellerophon arrived in Torbay, with Buonaparté on board.

—. Lord Castlereagh, at Paris, informed Prince Talleyrand, that as soon as the surrender of Buonaparté was known in England, his Royal Highness the Prince Regent issued orders for the cessation of hostilities on the coast of France.

26. The Bellerophon left Torbay, and arrived the same day in Plymouth Sound.

AUGUST.

1. Gazette account of the dethronement of the King of Candy, and the entire submission of Ceylon to the British.

4. Buonaparté protested against his removal and transportation to St. Helena.

7. Buonaparté removed from the Bellerophon to the Northumberland, commanded by Sir George Cockburn, who sailed the next day, bound to St. Helena.

9. The King of Sweden, in a Speech, congratulates the Swedish Diet upon its success in the Union of Norway, and its good fortune, in possessing the talents of his adopted son, Bernadotte.

SEPTEMBER.

10. Severe gales of wind; great damage done to the Jamaica fleet.

OCTOBER.

13. Sir G. Cockburn arrived at St. Helena, and Buonaparté landed to take possession of his destined abode.

21. The refractory seamen in the North subdued without bloodshed, by the active measures of Lord Sidmouth.

NOVEMBER.

5. Treaty between England and Russia signed at Paris, by which the Ionian Islands were put under the protection of the former.

17. Philadelphia papers of this date reported, that a battle was expected with the Creek and other Indians; also, that Commodore Decatur had returned from Tripoly and Tunis, after compelling the piratical States to make pecuniary satisfaction for insults offered the American flag.

27. An order issued by the Prince Regent, forbidding the generals and others proscribed by the King of France, to remain in the kingdom of Hanover.

DECEMBER.

8. Great damage done along the coast of England by gales of wind.

Poetry.

THE HEBRUS.

Written and dedicated to Captain PALMER, *the Officers and Crew of H. M. S. the* HEBRUS.

OH long and tedious passed the day,
Though swift the Hebrus plough'd her way,
And dash'd aside the opposing spray,
Her Gallic foe to chace.
Thrice forty leagues that foe did win,
E'er rose the combats fearful din,
And clos'd the arduous race.

Night came—the Frenchman's waning pride
Would fain his starry* semblance hide
Where seem'd all near approach denied
Beneath a dang'rous shore;
Above, the hostile batt'ry frown'd,
While rock-beat surges rav'd around,
Defiance in their roar.

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* Alluding to the name of the enemy's frigate.

But what can British minds appal
When rous'd by honor's sacred call?
Yon hunted prey shall mourn o'er all
His baffled art and force;
For still, though close the billows broke
On many a ruin-threat'ning rock,
The Hebrus urg'd her course.

In dreadful pause, on Ocean's breast,
The fav'ring breezes sunk to rest,
While beating hearts right onward press'd
In firm and fair array;
Rejoic'd to hail their dawning fame,
And near, as vengeful hate could aim,
The fierce opponents lay.

And now, that onset sharp and bold,
Jobourg's unwearied echoes told,
While Britain's thunders hoarsely roll'd,
Rebellowing through the night;
Nor deem the angry Frenchman slack,
To pay those deathful broadsides back,
And stem the rage of fight.

Lost in the sulph'rous cloud below,
And night-shades veiling friend and foe,
The batt'ry's inmates ne'er might know,
What aid their deluge gave;
Yet ceaseless rang their shot through air,
Rivall'd the Ocean-tumult there,
And hiss'd along the wave.

Far, wide, that warlike uproar swell'd,
And long the awful contest held,
E'er Gallic pride once more was quell'd,
And Vict'ry's chaplet twin'd;
When fainting foes bereft of choice
With smother'd rage, reluctant voice,
The shatter'd prize resign'd.

To Palmer and his gallant crew,
Was England's latest triumph due,
E'er Bourbon Lillies bloom'd anew
On Gallia's blood-stain'd shore;
Renown'd Pellew the work begun,
And Palmer's valour nobly won,
Their last proud Tricolor!

A THOUGHT AT SEA.

I OFTEN think when stillness steals
  Along the placid calm of night,
And lovely Luna gently deals,
  On all around her silvery light—
That man was made for some bright sphere
And lives in pleasures bosom here.

But when I hear the thunders roll,
  Along the dark and dismal sky;
And when the lightning's thrill my soul,
  As round in burning sheets they fly,
I feel that man was made to fear
Some higher Power while wandering here.

Glasgow, December, 1815. C. H.

NAVAL HISTORY OF THE PRESENT YEAR, 1815—16.

(December—January.)

RETROSPECTIVE AND MISCELLANEOUS.

AMONG the articles which have occasionally appeared in the CHRONICLE relative to the Piratical States of Barbary, will be found[*] a translation of the Memorial presented by Sir Sidney Smith to the Congress at Vienna, on "the necessity and the means of suppressing the piracies of the Barbaric States,"—being the first of the documents annexed to the Report of the President of the Convention of the Members of all the Orders of Knighthood in Europe, assembled at Vienna, the 29th Dec. 1814. We have derived from a peculiar source the second and third papers, which are given in the present part of our publication, and hope to be enabled to publish the remainder of the series, with other interesting documents not comprized in the diplomatic correspondence presented to Parliament.

We request the particular attention of our readers to the pages of the CHRONICLE of this month, presenting the continuance of the official documents relative to the project of Sir Sidney Smith for the suppression of the outrages of the piratical States of Barbary. We had hoped that the Americans would have crushed these ruffians altogether; but, these Transatlantic politicians, imitating the base and selfish European policy which has so long preserved the nuisance, were content to pluck the thorn from their own flesh, and to leave it still sticking in that of all the others whom the barbarians could with safety annoy. The consequence has been, that in order to gratify their humbled pride, to console themselves by easy revenge elsewhere, for insult to which they were obliged to submit without murmuring, and to replenish the coffers emptied by fines paid to the Americans, with the produce of the sale of peaceable Christians, men, women, and children, carried off into slavery, the unprincipled and treacherous violence and rapacity of these nests of maritime vultures have been ever since exercised with extended and more merciless rigour. Let us at length hope, that the appeal made by the Christian Knight to the Christian Sovereigns will produce a becoming effort to accomplish the termination and the punishment of horrors unparalleled since the sufferings of the Christians of the Holy Land, recited with such powerful eloquence by Peter the Hermit, in preaching the first crusade almost a thousand years ago. We confess we feel a little chivalrous upon this head: we were grieved to think, a few months since, that America would rob Europe of the glory of extinguishing these monsters. The Americans having, however, contented themselves with gaining their own game, and left the general object still to be achieved by the Europeans, we gratify ourselves with the hope that the British *Cœur de Lion* of the present era will be the chief leader of the crusade that is to crush these sanguinary infidels, as his great prototype and namesake was of that which humbled to the dust the antient persecutors of Christianity under Saladin.

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[*] See 𝔑. 𝔆. vol. xxxiv. p. 321.

Sardinia, January 1.—A fresh attempt of the Barbary Powers has plunged into despair our city and the neighbouring parts. Two of their vessels have carried off 244 persons, whom they put into chains, and left their wives and children, telling them they had no occasion for useless mouths.

We are assured that the Captains of English vessels in the Mediterranean have received orders to protect every flag against the attacks of the Barbary cruisers.—*(Gazette de France.)*

It is understood that the Prince Regent is to have ten Naval Aids-de-Camp: four of whom are to be from the list of Flag Officers, and six Post Captains.—The following are said to have been already selected; viz. Vice Admiral Sir Edmund Nagle, Vice Admiral Sir Harry Neale, Vice Admiral the Hon. Sir Arthur Kaye Legge, and Rear Admiral the Hon. Sir H. Blackwood.

It is said to be in contemplation to establish an intermediate rank between those of Captain and Rear Admiral, to which all the Captains of the year 1796 will be appointed, and receive the half-pay of Rear Admirals.

METEOROLOGICAL REGISTER.

From December 25th, 1815, *to January 26th,* 1816.

Kept by C. **Blunt**, Philosophical Instrument Maker, No. 38, Tavistock-street, Covent-Garden.

Moon	Day	Wind	Barometrical Pressure.			Temperature.			
			Max.	Min.	Mean.	Max.	Min.	Mean.	
	26	W	29 49	29·11	29·312	50	28	41·25	Snow&Rain
	27	NW	29·69	29 07	29·375	50	26	39 5	Snow
	28	NW	29·83	29·76	29·795	50	28	38	Rain
	29	W	29·90	29·84	29·877	49	32	40·5	Fair
●	30	W	30·40	30·14	30·287	50	30	42 75	——
	31	W	30·40	30·40	30·40	47	32	40·75	——
	1	W	30·38	30·27	30 32	46	30	39·25	——
	2	W	30·15	30·02	30·087	44	32	38·5	——
	3	W	30·14	30·00	30·08	44	25	35·25	——
	4	W	30·28	30 23	30·267	43	26	35	——
	5	W	30·12	30·08	30·095	42	25	34	Rain
	6	W	29·78	29·66	29·715	45	32	40	Fair
◐	7	NW	29 64	29·64	29·64	43	33	38·5	Fair
	8	NW	29 63	29·38	29·50	48	32	42	Rain
	9	W	29·50	29·46	29·382	47	33	42	Fair
	10	W	29·40	29·30	29·34	48	35	42·5	——
	11	W	29·13	28·99	29·045	44	39	42 5	——
	12	W	29·46	29·13	29 325	46	35	41·75	Rain
	13	W	29·03	28·95	28·99	46	36	42	Fair
	14	SW	29·22	29 22	29·22	46	35	42	Rain
○	15	S	29·30	29·17	29 20	46	34	40.5	Fair
	16	NW	29·66	29·57	29 63	47	34	40·5	——
	17	NW	29·60	29·46	29·545	49	35	40·75	——
	18	W	29·65	29·65	29 65	49	33	41·25	Rain
	19	W	29·77	29·70	29·747	50	32	42·25	——
	20	SW	29 58	29 52	29 54	49	32	42.25	——
	21	S	29 52	29·52	29·52	49	32	42·5	——
◑	22	S	29 55	29 52	29·54	50	33	42·5	Fair
	23	N	29·53	29 43	29·462	51	33	43.5	——
	24	NE	29 29	29·22	29·247	50	35	43	Rain
	25	NE	29·16	29·16	29·16	50	35	43·25	——

RESULTS.

Mean barometrical pressure		29·557	Mean temperature		46.46
Maximum 30.40	wind at	W	Maximum 51	wind at	N
Minimum 28·95	——	W	Minimum 25	——	W

Scale exhibiting the prevailing Winds during the Month.

N	NE	E	SE	S	SW	W	NW
1	2	0	0	3	2	17	6

	Mean Barometrical Pressure.	Mean Temperature.
From the last quarter on the 23d of Dec. to the new moon on the 30th	29.571	38·214
—— new moon on the 30th of Dec. to the first quarter on the 7th Jan. 1816.	30.156	38·187
—— first quarter on the 7th, to the full moon on the 14th	29.288	41·617
—— full moon on the 14th, to last quarter on the 21st	29·504	40·307

Promotions and Appointments.

Whitehall, January 3.

His Royal Highness the Prince Regent hath been pleased, in the name and on the behalf of his Majesty, to nominate and appoint Rear-Admiral Charles Vinicombe Penrose, to be a Knight Commander of the Most Hon. Military Order of the Bath, in the room of Vice-Admiral Lord Viscount Gardner, deceased.

Whitehall, January 23.

His Royal Highness the Prince Regent has been pleased, in the name and on the behalf of his Majesty, to grant the dignity of a Baronet of the United Kingdom of Great Britain and Ireland to Sir Chaloner Ogle, Knt. Admiral of the Red Squadron of his Majesty's Fleet, and the heirs male of his body lawfully begotten.

Captains, &c. appointed.

Lieutenant-Colonel Sir Richard Williams, K.C.B. of the royal marines, is appointed commandant of the royal marine artillery.

Major-Generals L. Desborough, R. H. Farmer, James Meredith, W. Tench, and David Ballingall, second commandants of the fourth divisions of the royal marines, have been allowed to retire, during the peace, on full pay.

Lieutenant-Colonel Tremenhere, to the Portsmouth division, *vice* Sir Richard Williams, appointed to the marine artillery.

Captain James Lillicrap, late of the Eurotas, to the Wye; Sir John Louis, to the Eurotas; Hon. Frederick William Aylmer, to the Cydnus; W. H. Dobbie, to the Pactolus; —— Corde, to the Queen; T. Tucker, to the Comus; G. R. Sartorious, to the Dee; A. P. Holles, to the Malta; D. Dunn, to the Jay; J. B. H. Curran, promoted to the rank of post captain, and appointed to the Voiage; Lieutenant J. Reynold, of the Doris, to the rank of commander, and to the Elk; Hon. Thomas Bladen Capel, to the Rivoli; E. Hall, to the Jalouse.

Chaplain appointed.

The Rev. John Buller, to be chaplain to the flag-ship at Plymouth.

Lieutenants &c. appointed.

Lieutenant John M'Dougall, (2) to the Superb; George Robinson, (1) to the Orontes; E. W. Seymour, to the Andromeda; Nathaniel Newnham, to the Towey; James Davis, to the Pactolus; John Wilkie, to the Childers; William Southey, to the Rochfort; H. D. Twysden, to the Wye; Hon. George Rolle Trefusis, to the Isis; Wade Blake, to the Queen Charlotte; Richard Douglas, to the Bulwark; Wm. Webb, (2) to the Myrmidon; Ph. Graham, to the Spey; W. H. Johnstone, to ditto; James Wilson, (2) to the Towey; M. M. Wroot, to the Active; J. Maples, F. W. Seymour, and James Burney, to the Comus; A. Tait, to the Africaine; W. Palmer, to the Nimrod; James Annesley Russel, to the Cydnus; E. H. Fitzmaurice, to the Larne; Robert Crosbie, to the Briseis; John Peake Dutton, to the Towey; John Mitchell, to the command of the Swinger, appointed to protect the Northern Fisheries; William Sheegar, to the Salisbury; John M'Dougal, to the Superb; Henry Pryce, to the Spencer; Henry Thrackstone, to the Niger; George Hare, to the Dee; J. Dairs and C. Wyville, to the Cydnus; B. Aplin, to the Rivoli.

Mr. John Urquahart, to be master-attendant at Haulbowline island, Cove of Cork.

Masters appointed.

H. Thong, to the Queen; J. Hamilton, to the Albion; W. Miller, to the Cadmus; C. Waldron, to the Comus; D. M'Dougall, to the Brazen; W. Ramsay, to the Dee; R. Hawkey, to the Ganymede; S. Giles, to the Tigris; J. Langley, to the Scamander; G. Dawson, to the Magicienne; G. W. Carpenter, to the Wye; W. Smailes, to the Eurotas; E. Bransfield, to the Cydnus; J. Weddle, to the Pactolus.

Surgeons appointed.

William Warner, to the Saracen; W. H. Hooper, to the Childers; James Lisle, to the Impregnable; T. C. Roylance, to the Swinger; Gabriel Johnstone, to the Albion; Richard Daly, to the Queen; G. H. Jones, to the Meander; George Clayton, to the Algerine; Andrew Morrison, to the Comus; J. R. Gaunt, to the Cydnus; William Campbell, to the Araxes; Francis Marsh, to the Melville; John Wyley, to ditto for rank; David Jamieson, to the Woodlark.

Pursers, &c. appointed.

Mr. T. Mayor, to be purser of H.M.S. Comus; James Henderson, to be purser of H.M.S. Rivoli; J. Richards, to the Meander.

W. Taylor, Esq. chief clerk in the Navy Pay-office at Plymouth, and John Ancell, Esq. timber master of the dock-yard at that place, are both superannuated.

Midshipmen passed for Lieutenants.

Sheerness.—J. Sanderson, J. Aplin, R. Campbell, J. H. Andrews, M. Forster, J. Goshold, G. H. Pennell, S. Drewery.

Plymouth.—James Hoskin, W. Ratcliffe, H. Shapland.

MARRIAGES.

At Bristol, Captain Henry Haynes, R.N. to Miss Harriet Watkins, seventh daughter of Thomas Oliver, Esq. of that city.

On the 18th ultimo, in the chapel of East Stonehouse, in the county of Devon, by the Rev. J. W. Gandy, M.A. William Ellison, Esq. lieutenant in the royal navy, son of the late Rev. Dr. Thomas Ellison, rector of Castlebar and Foxford, in the county of Mayo, to Robena, eldest daughter of John Kent, Esq. of the Royal Naval Hospital at Plymouth, and niece to Vice-Admiral John Hunter, late governor of New South Wales.

DEATHS.

Lately, at Jamaica, Lieutenant David Ramsay, and Lieutenant Stackpole, both in succession flag-lieutenants to Rear-Admiral J. E. Douglas, commander-in-chief.

Lately, in Caernarvonshire, Captain John Crawley, R.N. aged 53 years.

Lately, at Torpoint, near Plymouth, Mr. Thomas Dear, surgeon, R.N.

Lately, at Ilfracombe, Devon, Mr. J. Johns, formerly chief clerk in the commissioner's office, Plymouth dock-yard.

Lately, Lieutenant Manderston, R.N. of H.M.S. Shannon.

Lately, at Everton Farm, near Lymington, the lady of Captain Edmund Heywood, R.N.

Lately, at Brownville, Ireland, Lieutenant William Browne, R.N.

Lately, William Lechmere, Esq. Vice-Admiral of the White, a most excellent and respected character in every department of public and private life.

On the 14th of August, at Madras, C. H. Stewart, Esq. of the Hon. East India Company's ship Lowther Castle.

On the 17th of December, at South Sea Common, near Portsmouth, Mrs. Kerr, wife of Mr. Kerr, master, R.N. aged 27 years.

On the 18th of December, in Bedford Circus, Exeter, Rear-Admiral E[illegible] Dod, aged 81 years.

[illegible] 23d of December, at Rochester, Mrs. Narricott, relict of the [illegible] Narricott, builder, of his Majesty's naval yard at the Cape of G[illegible]

[illegible] his lordship's house in Berkeley-square, in his 45th year, Vice-Admiral Lord Viscount Gardner,* K.C.B. His Lordship was the second peer of this title. His father, perhaps more generally known as Admiral Sir Alan Gardner,† was truly the architect, not only of the family honours, but of his own fortune. He was born at Uttoxeter, in the county of Stafford, the eighth of twelve children; entered the royal navy at a very early age, under Sir P. Dennis, and became, by regular gradation, a post captain in 1766. The first Lord Gardner signalized himself greatly as a leading officer in several remarkable actions, particularly under Admiral Byron, against Count D'Estaing; in the great action of the 12th of April 1782, under Lord Rodney; and still more in the ever-memorable 1st of June, in the year 1794, when the death blow was given to the power of jacobinism on the ocean. Honours then flowed in thickly on him. He was shortly afterwards created a Baronet, and was elected to Parliament for Plymouth, and, at the next general election for Westminster, for which he was returned with Mr. Fox, maugre the never-to-be-forgotten exertions of Horne Tooke and the metropolitan jacobins. He was afterwards (being created a peer of Ireland in the interval), re-elected in 1802; and, towards the close of that parliament, was created a peer of the United Kingdom. Admiral Lord Gardner was married, in 1769, to Miss Hyde, of Jamaica, by whom he had Alan Hyde, the late peer, and three other sons, one of whom is in the naval, and the two others in the military service of their country. The late Lord Gardner, while serving on the India station, was married, several years since, at Madras, to Miss Adderley, daughter of the first wife (by a former husband), of the Earl of Buckinghamshire, then governor of that settlement. The lamented Peer had long been in a declining state of health. His Lordship is succeeded by his eldest son, Alan Hyde.

On the 28th of December, after a long and painful illness, Captain Henry Richardson, R N.

On the 31st of December, at his house, near Fareham, Hants, Phillip Patton, Esq. aged 76, Admiral of the Red of his Majesty's fleet, and brother of Captain Patton, R.N. of Portsmouth. He was an officer highly esteemed and justly respected by all who knew him. The last employment he held afloat, was that of commander-in chief in the Downs; and when Lord Barham was at the head of the Admiralty Board, the Admiral held a seat in that department. His remains were followed to the place of interment on Friday, by a great number of the warrant officers at Portsmouth, who were desirous of paying that tribute of respect to his memory, as a grateful recollection of his having, a few years since, pointed out, and earnestly recommended, the means of meliorating their condition in the navy.

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* For a Portrait and Memoir of his Lordship, *vide* 𝔑. 𝔆. vol. xxi, page 353.

† For a Portrait and Memoir of Admiral Lord Gardner, *vide* 𝔑. 𝔆. vol. viii, page 177.

On the 11th of January, at Newington, Surrey, Lieutenant George Sommerville, R.N. aged 31 years.

On the 27th of January, at his house in Queen-square, Bath, the Right Hon. Samuel Viscount Hood,* at the advanced age of 92, being born in December 1724. His Lordship commenced his naval career as midshipman on board the Romney, of 64 guns, in 1740, and in 1746 was promoted to the rank of lieutenant, and appointed to the Winchelsea frigate, of 20 guns; in which, during a severe engagement with a French frigate of superior force, his Lordship was wounded. In 1754 his Lordship was further promoted to the rank of commander, and to the command of the Jamaica sloop of war; and, in July, 1756, he was appointed by Commodore Holmes as his captain. The peace that took place in 1763, left his Lordship unemployed for a short time, and in 1768, he hoisted a broad pendant as commodore, and the command off Boston was assigned to him. Here he continued for some time, and greatly distinguished himself: and in 1778, he was made resident commissioner of the dock-yard at Portsmouth. On the 20th of April, in the same year, he had the dignity of Baronet conferred on him. In September, 1780, a promotion of post-captains to the rank of rear-admirals took place, in which his Lordship was included, and hoisted his flag as rear-admiral of the blue, on board the Barfleur, of 98 guns, relinquishing his situation as commissioner; and sailed to the West Indies, where he greatly distinguished himself, in the actions with Comte de Grasse; but particularly in that of the 12th of April 1782, for which, on the 28th of May following, he was created Baron Hood, of Catherington, which was afterwards, on his Lordship's being created Viscount Hood, transferred to his lady by the style of Baroness Hood, with remainder to her issue, and at her death enjoyed by the present Viscount. In May, 1784, his Lordship was chosen member for Westminster; and on the 30th of April 1786, he was appointed commander-in-chief at Portsmouth; and the 24th of September, 1787, made vice-admiral of the blue. On the appointment of the Earl of Chatham as First Lord of the Admiralty, Lord Hood, in June 1788, took his seat as one of the members of that Board; and on the armaments being fitted out against Spain and Russia in 1790 and 1791, his Lordship was appointed to the command of squadrons; but from the differences with those powers being adjusted before he sailed, he struck his flag on each occasion. In June 1792, he was again made port-admiral at Portsmouth, and held his seat at the Admiralty Board. During this period one of the cruizers that sailed under his Lordship's orders captured the St. Jago, an extremely valuable Spanish register ship, which had been previously taken by a French privateer, for which his Lordship received several thousand pounds as prize-money. In 1793, his Lordship was appointed to the command in the Mediterranean, where his services at Toulon and Corsica are well known; and December 1794, he returned through ill health. On the death of the Marquis of Townshend, in 1795, his Lordship was elected an Elder Brother of the Trinity-house; and in April 1796, on the death of Sir Hugh Palliser, appointed Governor of Greenwich Hospital, which is now become vacant. His Lordship was the second senior admiral on the list, which is now filled by the Earl of St. Vincent.

Addendum to Captain Wright's Memoir, page 2, vol. xxxiv.

Captain James Wright completed 55 years service in the army on 19th September 1815, having entered the same the 20th September 1759—of course served two Kings; *viz.* George II. and GEORGE III.

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* For a Memoir of Lord Hood, *vide* 𝔑. 𝔆. vol. ii. p. 1.—Portrait, vol. xi, p. 400.

BIOGRAPHICAL MEMOIR

OF THE LATE

WILLIAM BUDGE, Esq.

" Nought can his firmness shake, nothing seduce
His zeal, still active for the common weal;
Nor stormy tyrants, nor Corruption's tools—
To virtue so determined, public zeal,
And honour of such adamantine proof
As even Corruption, hopeless and o'er-aw'd,
Durst not have tempted."————THOMSON.

[Concluded from page 16.]

IN concluding the former part of this memoir of Mr. Budge, we left him urging the eligibility of Falmouth harbour as a general naval establishment, experiencing opposition, and in the course of it, the opinion of Sir Richard Keats against his proposal. Another officer of celebrity, when outward-bound in a frigate, to take command on a foreign station, was forced to seek shelter in that port by contrary winds; he had the letter addressed, " to the Prime Minister and First Lord of the Admiralty " put into his hands, which, after having read, he is said to have expressed himself to the following effect :—

" That he was still of the same opinion as before ; because, when he was in a ship of the line, and bound to the eastward, and the wind easterly, he put into the harbour until the wind should become fair ; which when it did, and blew strong, he could not get out until it moderated ; *but it might do very well for frigates.*"

This was admitting a *fact* most important to the country, when the situation is considered, and the number of frigates employed to the westward.

The cause of this excellent officer being detained, was, that the pilot, without at all considering the effects of a westerly wind which was wanted, run the ship into Carrack inner road ; and when the wind changed, it blew so strong from the westward, that she could not be trusted to hawsers to work her into the outer road, whence she could have sailed direct : but if a proper forethought had been exercised, and she had been anchored in the outer road, as she ought to have been, under the circumstance of her detention, she would not have experienced any delay whatever.

However serious or formidable this objection may appear to those who are looking out for objections, or to those whose sagacity cannot enter into its real import, it must be obvious to every professional man, that the same officer might certainly have laughed at such an objection against an anchorage, the cause of which he had espoused ; for, he could easily have retorted, where is the anchorage to which such an objection may not apply in some case? and have added—If you had been placed where you ought to have been, your objection could not have happened.

These circumstances are merely mentioned, to shew upon what grounds the interests of a country may be sometimes objected to.

The opinions of officers who have signalized themselves, are certainly deserving of high consideration, in matters where their experience can properly decide, and impartiality is known to preside in the decision ; but where a great aversion predominates, can a man really decide impartially ? He certainly may, by violently stifling his selfish feelings and partialities—but how often does this happen ?

The *facts* that are recorded in the letter before mentioned, and in twelve letters addressed to the late Mr. Perceval, a short time before his lamented end, depend not upon the opinion of any officer, however great his attainment, or exalted his rank.

Is it a matter of opinion, that innumerable convoys, many of them consisting of two hundred sail, and upwards, have found protection in that harbour? Two, in this present year, one under the Swiftsure, and other ships of war, consisting of *two hundred and fifty sail*, in the months of January and February ; and another soon after, of about the same number, under the Warrior and other vessels, found a safe refuge during many severe gales. Is it a matter of opinion, that the Belliqueux and sixteen large East Indiamen were at anchor in Carrack Roads in 1805 ? Is it matter of opinion, that the Lizard is nearer to the Atlantic Ocean than the Rame Head ?—If, also, late realities of situation and of transactions, are to be hacked, mangled, and paired, by the axe, adze, and chisel of opinions, influenced by different motives, before they are suffered to appear as evidence on any question, where will the truth be found ? Upon what can a just decision be founded ?

The effects of the spirit of party upon the interests of this country are well known to every man at all conversant in the history of her political divisions; but it may not be as well known, that men have secretly communicated with the enemy, to bring disgrace upon those in power, by their plans of warfare proving unsuccessful, through the preparations of the enemy, who was apprized of the point of attack; and some have had their names enrolled as patriots, who ought to have been branded with lasting infamy.

If this has been the case, as it most assuredly has, if relations said to be well authenticated, can be believed, it might not be going too far, to put down to this spirit of secret treason, and to an *unreasonably* hostile spirit of opposition to the government of the country against every measure it adopted, at least *one-half* of the national debt, by encouraging the enemy, and harassing the executive power. This spirit may have had more effect upon the prolongation of war, than many may conceive: spirits of this description may feel more pleasure and joy in the gratifications of self, than in any national advantage; therefore, it may be as indifferent to them to administer to her councils the poison of error, as the wholesome and invigorating cup of truth.

While Mr. Budge was Lord Melville's private secretary, a friend suggested to him the hardship of the widows of naval officers being obliged to make oath, that they had not an income *equal* to their *pension*, before it could be received; while those of officers in the army were not subjected to any such declaration. Mr. B. was surprised on hearing the difference of situation with respect to the restriction, as it applied *only* to the navy; but on being assured of the fact, he represented the same to Lord M. when the restriction was extended to an income of *double the pension*. But there can be no doubt, that upon a revisal of the subject, both the Noble Lord and his Secretary would have fully acquiesced in removing the offensive and illiberal restriction. Nor is the subject undeserving the present First Lord's serious consideration.—Is it not altogether nugatory?

When Lord Melville left the Admiralty, Mr. Budge was appointed one of the commissioners for victualling the navy. In 1808 he republished his Political Review, already mentioned, in a pamphlet, with a preface, exceeding the original,* viewing the state of Europe at that time; in which he notices the conduct of Denmark, in endeavouring to embroil this country with the northern powers, by the well-known expedient of sending a frigate with a convoy, and orders to resist the right of search; the fall of Copenhagen, and of the Danish fleet, by the crooked policy of that Court. Also the dispute with America, the affair between the Chesapeake and the Leander, and the indemnities Great Britain had to offer France and her Allies, as the price of an honourable peace.—He then observes:—

> "Whether the Continent be subdued or not, the independence of this country is still insured, provided we be united, firm, vigilant, and active; but we must be true to ourselves, &c.—Peace is certainly desirable; but Buonaparté must be made to know, that we are perfectly capable of maintaining the contest; and that until we can have peace upon terms of perfect security, we are determined to prosecute hostilities, and to defy the united efforts of the world," &c.

Mr. B. had been often subject to severe attacks of sickness, which at times deprived him of the use of his legs; and in 1808 the attack was so severe, that he was advised to try the efficacy of the Bath waters; when his illness was made use of for his superannuation, under circumstances which could not be pleasing to the feelings of men of any description, much less to those of one, conscious of having discharged his duty to his country; and that from an assiduous attendance, in various capacities, to discharge this duty, from indefatigable application of body and mind, he had, in a great measure, contracted the disorder which now placed him upon the income of superannuation, amidst unusual wants and medical attendants. Had he been of the description of rapacious placemen, of those who are ready on most occasions to turn circumstances attending their official situation to self advantage, he certainly had opportunities of improving his pecuniary circumstances in this way; but he deigned not to stoop to gather such spoils; and except an appointment in one of the West India Islands, for a short time, transacted by deputy, and worth about 200*l.* per annum, in the whole, he had never more than the salary of his office; which, as has been observed, was never increased by rapacious exactments.

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* Published by Stockdale, Pall-Mall.

His disorder never left him, which obliged him to have recourse to the Bath waters every year as long as he could bear the journey.

In 1810, under the signature of *Amicus Patriæ*, he published a letter to the late Viscount Melville, on the subject of his speech in the House of Lords, respecting the employment of ships of war in transporting troops,* of which measure Mr. Budge highly approved.

Speaking of the transports taken up in 1809, he said :—it would be seen, that 173 ships and vessels were taken up the preceding year for the transport service, the aggregate burthen of which amounted to thirty-four thousand four hundred and sixty tons. Comparing this number with that of troop-ships employed previous to the peace of Amiens, he says :—

> "Their number was fifty-five ; the tonnage of which amounted to fifty thousand one hundred and forty-seven tons : therefore, upon an average, each ship may be reckoned at nine hundred and twelve tons. But, on a comparative average, according to the number of vessels taken up last year, and the amount of their tonnage, it would require nearly five times the number, or *two hundred and fifty sail*, at two tons per man, to convey *twenty-five thousand men*."

And then justly observes :—

> "The object of the service would be liable to be defeated, from the causes which must naturally arise in conducting and keeping together, for any length of time, such a number of vessels, many of them possessing the worst qualities, subject to no discipline, and upon the whole, unfit for the service in which they might be employed.
>
> "The more, therefore, the proposition for appropriating a certain number of ships of war, for the reception and conveyance of troops shall be investigated, the more clearly will be seen the wisdom, advantages, and economy of the measure."

In speaking of ships building from 1802 to 1807, specifying the ships launched, and ordered to be built each year, he remarks, that, "in 1807, eight ships of the line were launched, and *twenty-three* were ordered to be built ; and of these, no less than *nineteen by contract*.

After noticing the ships launched, and ordered to be built in

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* February 28th, Viscount Melville moved for a return of all King's ships employed in the transport service at distinct periods, from 1801 ; specifying the number of officers and men, the number of troops on board, the number of guns each ship was calculated to carry, &c. &c.

1808, in 1809, and 1810, the year in which he was writing, he says:—

> "Since the first of July, 1802, to this time, *thirty-seven* ships of the *line* have been launched, and *fifty-five* ordered to be built; twelve of which form a part of those launched, and *forty-four* remain to be completed, of the latter number, *twenty-seven are building by contract.*
>
> "If, then, in addition to the *thirty-seven ships* launched since 1802, there be brought to account the *sixty-six* French, Dutch, Spanish, and Danish captures, the difference in our favour, and against France, is, ninety-four sail of the line, after allowing eight sail of British ships lost through casualties at sea. Upon what grounds, then, or even upon what pretext, can this unprecedented and ruinous system of building be pursued? Since it appears, from the appendix to your Lordship's Speech, that there are now *one hundred and five* ships of the line in active employ, and *thirty-nine* British in ordinary, four-fifths of which may be fairly considered as repairable," &c. &c.

On the repairs of the ordinary, he remarks:—

> "Unless a well-digested and regular system be laid down and pursued, it will be *impossible* to repair the fleet.
>
> "In corroboration of this observation, I beg to state the following facts, from a return laid before the House of Lords, of the number of docks in the King's yards, at Deptford, Woolwich, Chatham, Sheerness, Portsmouth, and Plymouth. In that return it is stated, that the Tremendous, of 74 guns, has been in dock ever since the 9th of February, 1807, being *three years and four months;* and there is reason to fear, that she will yet be detained some months longer. The Prince of Wales, of 98 guns, appears also to have been in dock since the 9th of March, 1809, about fifteen months.
>
> "In the same return, it is stated, that two small frigates, the Southampton and the Aquilon, are occupying *first-rate docks* at Portsmouth; the Southampton since the 27th of May, 1809, and the Aquilon since the 8th of July; the one twelve months and the other eleven."

This latter fact forcibly points out how advantageous it would be in promoting the interests of the country, through the rapidity of the movements of her squadrons and cruisers, into the Bay of Biscay and Atlantic Ocean, did she possess a naval establishment near the Lizard, where all frigates employed to the westward could be docked and repaired.

But when the simple representations of truth, however connected with the interests of a country, have to pass through the hands of interested prejudice, ere they can appear before the eyes of power, their features may be so altered and distorted, as to bear very little resemblance to the original.

Hence, they may excite dislike instead of attention; and by these means the advocates of truth may appear the dupes of the visions of their imagination. That the maritime concerns of the nation urgently demand such a situation, no one can deny. So thought Mr. Pitt, and high naval characters now no more; so think all those who have no other object in view, no other feeling than the prosperity of their country; and amongst the number was the late Mr. Budge.

Although this memoir has already been swelled by extracts from his writings; and although there are no naval trophies to grace these pages, yet as he was the zealous and faithful advocate of his country, and of her naval strength and glory, some farther extracts from his last publication may not be thought intruding too far on the pages of the NAVAL CHRONICLE, by those whose spirits are in unison with those of the writer.

In recurring again to ship-building, he observes:—

"That the *twenty-seven* building by *contract*, at 33*l.* 10*s.* per ton, allowing them to be 1741 tons each, would amount to 1,574,734*l.* 10*s.*"!!!

A note upon this item says:—

"By the estimate of the present year, and by a reference to the estimates of 1807-8-9, it appears that 8,170,000*l.* have been voted for building ships and vessels of war; and of this vast sum, 3,477,134*l.* have been expended in building ships and vessels in merchants' yards: all of which money, with the exception of such part thereof as may have been applied to the discharge of contracts entered into anterior to the year 1807, or to defray expenses incurred for building sloops and inferior vessels of war, may be reckoned as misapplied and lost to the country."

What regret must such facts excite in the mind of every well-wisher to his country? more especially when he reflects, that combinations of interest, ignorance, and prejudice, may successfully withstand the best plans for promoting her true interests; whilst those may be adopted, from the same cause, that plunge her headlong into needless expense, to feed contractors, and realize the dreams of visionaries Upon the article of ship-building, Mr. B. farther remarks:—

"Such has been the zeal with which this expensive system has been pursued, that ships have been closed with so much precipitation (one 74 built by contract having been launched in about eighteen months after being laid down), that they will rot and fall to pieces, having rendered but little, if any, service, from the two-fold circumstance of their being built of inferior or mixed timber, and from sufficient time not having been given to the ships to stand in frame to season."

He afterwards notices the number of docks, and their capacities, at the different Royal Yards; and proposes a plan for complete and casual repairs; and then notices the effects it would have upon the navy, in the following words:—

"By such an appropriation of the docks, there would be *constantly* from eight to ten sail of the ordinary of the line, and four of fourth and fifth rates, undergoing complete repairs, and eleven sail of all classes under casual, or slight repairs. So that supposing the ordinary of the line, on an average, to require *nine months* to be repaired, and the frigates *six months*, the annual regeneration of ships of the line may be safely reckoned at *twelve sail*, and that of frigates at *eight sail*. What apprehension can then be entertained of the want of ships; there being now in our ports an ordinary amounting to about ninety sail of the line, and of these, three-fifths are unquestionably repairable?

"The expense attending the repairs of some ships may be great; but admitting that the remains of the carcasses, or frames, of some ships might not be worth more than ten thousand pounds, or even not so much, is not every such saving to the country an object of moment and consideration at all times, but more especially at the present moment?

"As to the extent to which casual repairs may be carried, it is immense. For, supposing fifteen days to be allowed (which, on an average, is rather too much than too little), as the time for each vessel under a casualty to be in dock, there may be docked in the course of one year *two hundred and sixty-seven sail of ships and vessels of war*, in the eleven docks herein suggested for casualties.

"The principle of arrangement which is here submitted,* appears so simple and so practicable, that I should hope it will not only experience your Lordship's favourable opinion, but that it may meet with the attentive consideration of those who may be enabled to avail themselves of it."

As perhaps few of the readers of the N. C. have perused this publication, it is hoped few will find fault with what may follow. And where can a subject of so great importance to the British realms be brought before the public eye with more advantage, than in a publication devoted to the dearest interests of the country, by impartial disquisitions on her naval power, tending to promote its prosperity, and remove whatever may have a contrary tendency?

Mr. Budge, after mentioning that ships which have been long in a state of ordinary are liable to be forgotten, and ultimately passed over as unserviceable, proceeds to make a comparison between the value of contract-built ships, and those built in the King's yards, as it relates to original cost and durability, as follows :—

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* The appropriation of the docks, as pointed out in the publication.

> " I have endeavoured to ascertain the probable difference, and I find that a seventy-four gun ship, of seventeen hundred and forty-one tons, is estimated in the King's yards at 28*l.* 10*s.* per ton ; which is *five pounds* per ton less than is paid in the merchants' yards ; or *eight thousand seven hundred and five pounds* upon the ship : so that, if this estimate be correct, the Crown will pay *two hundred and thirty-five thousand, and thirty-five pounds* more for the *twenty-seven seventy-fours* yet building in the merchants' yards, than would be paid for building the same number in the king's yards. Besides the difference of the expense in the prime cost of the ship, whether it be more or less than what is here stated, there is a point connected with the measure of even still greater importance, and that is, the difference in the construction and durability of the ship, which I am told may be fairly reckoned at *five pounds* per ton, *at least*, in favour of the king's-built ship."

After some farther observations, he concludes from these premises, that the loss to the country, on twenty-seven seventy-fours, of 1741 tons each, is "*four hundred and seventy thousand and seventy pounds.*" Let John Bull chew this quid ; and let the good-natured man reflect a little how he pinches his best friends, under the pretence of *economy* and a *scanty purse ;* those who have saved his house from being plundered, his sons from being massacred, his wife and daughters from violation, his head from the sabre of his mortal enemies, and his property from destruction ; whilst he squanders away hundreds of thousands and millions, without judgment and reflection, listening to artful tales, designed to deceive his credulous ears, and cheat him of his wealth.

After noticing the large wages given to shipwrights in the merchants' yards, which must make them prefer employment there to the king's yards ; to this, and the other objections mentioned against so much building by contract, Mr. B. introduces another of " serious importance."

> " It is the necessity of laying up, in addition to the numerous ordinary requiring, and fit for farther repair, the *new ships* as they may be launched ; so that the country may eventually incur some hundreds of thousands of pounds in *new ships*, which may rot at their moorings in our own ports.

At this time, there is, I believe, a ship * (a forty-four, launched in 1785) *which has never even been at sea.* The *fact* is extraordinary, particularly as she is built after a good model, and, of her class, is a desirable ship. This is an instance in proof of what may happen, to the prejudice of the public, by ships being *forgotten*, or *neglected*, when once laid up in ordinary ; and it is much to be feared, that a number of repairable ships now in ordinary may thus be lost to the country."†

After speaking of the number of ships that Buonaparté was building at that time, he says :—

" In truth, it seems as if we were determined, notwithstanding our *immense superiority*, to build two ships to one of the enemy."

And afterwards :—

" *A contract-built seventy-four*, recently returned from the Brazils, is all to pieces, although she has not been off the stocks more than three years."

Mr. B. then observes :—

" Economy is much talked of, though I fear the necessity of it is not duly considered ; otherwise a more minute attention would be given to the navy estimates, which now amount to the sum of 19,826,810*l.* This is only 120,190*l.* less than the whole expenditure of the country in the year 1794.

" The progressive increase of the navy estimates within the last few years, has been immense ; and what is truly remarkable, they have passed the Legislature without investigation."

In mentioning the addition on different items in 1809, he says :—

" In the article of Victuals, there was an increase of *one million, seven hundred and seventy-four thousand, five hundred pounds*, upon the sum voted in 1808. The ordinary was also increased by a sum of *two hundred and sixty-five thousand, four hundred and seventy-seven pounds ;* and there was an increase in the transport service of *one million, two hundred and forty-two thousand, five hundred pounds ;* yet all passed in silence.

" Another fact, which is equally extraordinary, passed also, I understand, without being noticed. Under the head of *wear and tear* of ships, there was a diminution to the amount of *one million, seven hundred and four thousand, five hundred and seventy pounds*, upon the *vote* of the preceding year. So that it seems to be of no consequence whether millions be added to, or subtracted from, the annual expense of this most important and extensive branch of the public service.

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* The Gladiator.

† Ships of the line, when deemed too old for repair, are sometimes sold for 1,200*l.* 1,600*l.* and 1,800*l.* It might be advantageous to the country, if instead of disposing of them in this manner, they were taken to pieces in the King's yards, and the serviceable timber reserved ; which, with the iron, might double the purchase-money in value, besides paying for the labour ; the offal wood being sold.

> "How this great reduction of expense in the *wear and tear* of ships can be explained, I cannot conceive, looking at it comparatively with the other heads of expense. It is even *one million, three hundred and eighty-seven thousand, five hundred pounds* LESS than the sum voted for *wear and tear* in 1806; though the increase, upon the whole estimate of 1809, amounts to THREE MILLIONS, SEVEN HUNDRED AND NINE THOUSAND, ONE HUNDRED AND TWENTY-SIX POUNDS MORE THAN THE ESTIMATE OF 1806."

After noticing the importance of these facts, Mr. B. adds :—

> "I am firmly convinced in my own mind, that, *under a proper system*, an annual retrenchment may be made to a great amount, probably some millions."

The FACTS mentioned certainly appear very extraordinary, and plainly evince the general apathy, or inattention, to the naval expenditure of the country. Some particulars may be scrutinized with extraordinary vigilance, and even parsimonious jealousy; such as the *pay* and *half-pay of officers* ; while others are allowed to swallow up millions without examination or inquiry, and apparently without thought. To what shall this indifference on many points be attributed? Every man in the country is indeed well satisfied, that the navy is the essential power for defending her *rights*, avenging her quarrels, and protecting her shores from her inveterate and avowed enemies, that it is taken for granted, the expense in maintaining the same must be great ; but this by no means excuses such palpable neglect, and manifest ignorance, discovered by the FACTS related. By these it appears, that the waste or misapplication of the public money, to the amount of millions, may be thrust into the different heads of naval expenditure, and when placed before those whose imperious duty it is to investigate the same with becoming attention, and that degree of information demanded by a subject of the greatest importance to the prosperity of the country, may yet pass undetected.

Why should not the civil departments of the navy be watched by the country with as jealous an eye as the motions of fleets and squadrons. It is true, they cannot meet her enemies as the former, nor tarnish the glory of her arms ; but they can expend with thoughtless profusion the means for maintaining the military department, in useless schemes ; in doing and undoing ; in improvidently building *forty sail* of the line, with *one hundred and five* in commission, and *ninety* in ordinary, *sixty* of which might be rendered efficient for any service, at perhaps a quarter of the expense of those built by contract, while their durability could be more depended upon. These would have made, when added to those in commission, *one hundred and sixty-five* sail of the line of effective ships; besides thirty for hulks, &c.

Mr. Budge has informed us, that the 27 sail of the line he has mentioned building by contract, would cost a million and a half; this, according to the estimated expense, would pay for the Breakwater in Plymouth Sound. But this is not all; they may cost the country as much more, without having done any service. This knight errantry for building ought in some degree to be repressed, and suitable provision made for laying up a navy, so immense, in time of peace, for giving it full effect in time of war, by seizing upon the best situations adapted to this purpose, without having the least degree of regard to opinion or interest. These ought to disappear before the public good.

Mr. Budge could have said many things alarming to the country; but his tongue was tyed, by reasons which must be obvious to every man of observation.

He has made just observations on the scarcity of good oak timber: was he acquainted with the indefatigable exertions of those whose business it was to procure it? About the time he was writing, or it might have been a year or two afterwards, when the quantity and quality could not have increased, it was remarked by the propriètor of some hundreds of oak trees, some of them of large dimensions, growing near the banks of the Tamar, and advertised for public sale, as peculiarly adapted to ship-building, that *not one* was purchased for the use of the royal dock-yard at Plymouth, in the vicinity of the sale.

Is it more advantageous to the public, that the timber be first purchased by contractors, and then supplied to the king's yards? Does the following anecdote throw any light upon this subject? It came through an unquestionable channel of veracity.

"About fourteen years since, a gentleman, travelling on some business, found himself in a public carriage with a stranger, who complaining of being unwell, a conversation ensued, which led to the relation of his employment, which he stated to be that of master of a vessel employed in supplying the different king's yards with contract timber from B——l; and who, on account of ill health, had left his vessel at ———, and was proceeding home by land.

" The gentleman having heard many things said of different transactions, was desirous of gaining some information from one so capable of giving it; and as there was not a third person present to hear, he entered into more familiar conversation; at the same time giving his companion to understand what he had heard. Upon this the *sick man* declared, that he often found his employment very disagreeable, from the difficulty of getting the timber received; and that he had sometimes carried a cargo back to B——l, which had been refused ———, and afterwards carried the same back again, when it found acceptance.

" That it was a common thing for him to distribute f——y and s——y d——n of w——e on the delivery of a cargo; and the worst of it is," added he, " they are never satisfied."

This may be called a base calumny, for there is no truth but what may be so designated. Let the relation produce what observations it may, the *sick man* appeared as uttering the words of soberness and truth. And, amongst other things, said, " there is one T——— B———, at B———, who is very cautious, and will never receive any thing but from the C——s in L——s." This might also be a calumny; but as he died, as was said, worth *twenty-two thousand pounds*, it must at least appear very enigmatical, how he gathered together so great a sum. Forbearing to relate other anecdotes of a similar nature, it may not be amiss to remark, that after what has been related, who need wonder at a contract-built ship of the line experiencing the fate mentioned in this memoir, so soon after being launched?

Ought not government to devise means for finding out the secret springs that influence contracts, and how high they ascend in the scale? If officers in the navy are dismissed the service for any delinquency, or violation of the martial law, by the summary proceedings of a court martial, why should not delinquents in the civil line, or in any transaction with the government, be tried in a manner equally expeditious in satisfying the demands of justice? Whatever Englishmen may have to boast of in the constitution of their government, and certainly that is not little, the intricacy and mazes of law courts can be the boast of no man possessed of any reflection; where, by the enormity of expense, the right of the poor may be wrested from him; while at the same time, from this cause, he is broken in pieces.

The trial by jury is the inestimable privilege of every Englishman; but how often is this privilege rendered nugatory, from the expense attending a law-suit, before it can be brought before a jury. If it may cost a man an *hundred pounds* to recover *ten*; if it may cost the cottager, who has nothing to spare, *five*, or even *ten* times as much as his right is worth, when assailed by wealth, if the irritation of the mind can be reasoned with, who would hesitate what course to pursue?

This may be matter of glory to those who gain by it; but justice ought at such times to hide her head for shame.

Whatever palliatives may be produced in favour of such a system, by those whom it enriches, when the day arrives in which it shall be weighed in the balance of impartial justice, by the firm and determined hand of wisdom, it will be found wanting.—Can any one flatter himself, that generations yet unborn will lift up their voice in praise?

When we see delinquents slip through the hands of justice, with *thousands* and *tens of thousands* of the public money, whilst others are sentenced to transportation for a few pounds; whilst officers who have served their country until old age, would be thrown into the sink of poverty, if peculating less than ten pounds; surely every feeling of impartiality must be in favour of a more speedy mode of bringing to justice every act against the public purse. But leaving this *inexhaustible* subject, it is time to return to Mr. Budge; and however valuable to naval men, however valuable to every friend of the British Empire, the publication last mentioned, the contents of the appendix can only now be noticed; and this will be sufficient to shew the value of the documents, and the ardor of the writer's mind, amidst sickness and discouragement, in endeavouring to promote the interests of his country.

"No. 1.—Copy of a return of all hired armed vessels in employ, shewing the names of the owners, tonnage, class, and number of men, the terms of agreement, and the time when each vessel was taken into the service. Laid before the House of Lords.

"No. 2.—Extract of return of transports, &c. taken up in the year 1809. Laid before the House of Lords.

" No. 3.—Extract of an account, shewing the names and tonnage of the several ships and vessels of war employed in the conveyance of troops in the years 1800 and 1801, with the number of men allotted to each, when fitted for troops. Laid before the House of Lords.

" No. 4.—Extract of an account of King's ships placed at the disposal of the Commissioners of Transports, and employed by them for the accommodation and conveyance of troops during the last war, specifying for each ship, the complement of officers and seamen employed to navigate the same; and a specification of such of the said ships (if any) as were captured by the enemy, or otherways lost, whilst so employed. Laid before the House of Lords.

" No. 5.—List of British ships of the line in commission, or fit for farther service, on the first of June, 1794, &c. &c. &c.

" No. 6.—List of the French navy in March, 1793.

" No. 7.—List of Dutch ships of the line and of 50 guns, taken or destroyed since the year 1795.

" No. 8.—List of the Spanish navy in 1796.

" No. 9.—List of prize ships of the line, in ordinary, all of which (except two) have been captured since 1794.

" No. 10.—Copy of a return of the number of docks in the yards of Deptford, Woolwich, Chatham, Sheerness, Portsmouth, and Plymouth; distinguishing such as may be capable of receiving ships of the line (and of what classes), from such as may be capable of receiving inferior ships of war only; with the names of such ships as were in any of the said docks on the 21st of March, 1810, and the period of time which each of the said ships might have been under repair. Laid before the House of Lords.

" No. 11.—Extract of an estimate of the charge of what may be necessary for the building, rebuilding, and repairs of ships of war, in his Majesty's and the Merchants' yards, for the year 1810. Laid before the House of Lords.

" No. 12.—Copy of a return of all ships and vessels building in Merchants' yards on the 21st of March, 1810, distinguishing each rate, the date of the order for building each ship or vessel; date of each keel being laid; and at what time each ship or vessel may be expected to be brought forward, with the names of the builders, and of the places where each ship and vessel was building, or ordered to be built, and at what price per ton. Laid before the House of Lords.

" No. 13.—Copy of a return of all the ships and vessels building in the King's yards, distinguishing each rate, date of order for building each ship or vessel; date of each keel being laid; and at what time each ship or vessel may be expected to be brought forward.—N.B. This account made up to the 21st March, 1810. Laid before the House of Lords."

It has been before observed, that Mr. Budge's constitution had been much impaired; and it may be safely affirmed, from an assiduous attention to discharge the duties of the different offices he had filled, and from the perpetual action of an ardent mind, interested in the highest degree in the prosperity of his country; and which must have been deeply affected with transactions that he had many opportunities of observing, but no power of counteracting; which he many a time deeply lamented in the presence of friendship, in which he could repose confidence.

In the Work from which the last quotations have been made, he thus expressed himself on his affliction :—

> " I have for several years* made naval transactions my amusement as well as my study; and my mind has, under the most severe bodily affliction, been relieved and diverted in meditating upon them."

How ardent must have been the mind, how deeply interested in the prosperity of Great Britain, that under such affliction could arrange and execute his last Work.

But it is hoped he had a more pleasing source of consolation in his distress, than that arising from an unfeigned love to his country, when reflecting upon the glory of her naval power; that he had the hope of the christian, and the consolation of the gospel, offering rest to the weary traveller.

A short quotation only shall be made from a letter to a friend, written by an amanuensis, in May, 1811 :—

> " I am now in my bed, to which I have been confined twenty weeks, a helpless log, deprived of the use of both legs and hands; and I have indeed been so extremely ill nearly the whole of my confinement, as to render me unequal to the task of even dictating a letter."

In this helpless condition, Mr. Budge lingered till the 2d of August, when a period was put to his various and useful public labours, and his life, leaving behind him such evidence of his zeal and industry in his country's service, as must render his memory gratefully respected by all of his countrymen to whom it may appear.

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* He might with great truth have said many years.

NAUTICAL ANECDOTES AND SELECTIONS.

NEW SOUTH WALES.

Interesting Official Details.

FROM THE SYDNEY GAZETTE.

Government and General Orders.

Government House, Sydney, June 10th, 1815.

THE Governor desires to communicate, for the information of the public, the result of his late tour over the Western, or Blue Mountains, undertaken for the purpose of being enabled personally to appreciate the importance of the tract of country lying westward of them, which had been explored in the latter end of the year 1813, and the beginning of 1814, by Mr. G. W. Evans, Deputy Surveyor of Lands.

To those who know how very limited a tract of country has been hitherto occupied by the colonists of New South Wales, extending along the eastern coast to the north and south of Port Jackson only 80 miles, and westward about 40 miles, to the foot of that chain of mountains in the interior which forms its western boundary, it must be a subject of astonishment and regret, that, amongst so large a population, no one appeared within the first 25 years of the establishment of this settlement, possessed of sufficient energy of mind to induce him fully to explore a passage over these mountains: but, when it is considered, that for the greater part of that time even this circumscribed portion of country afforded sufficient produce for the wants of the people; whilst, on the other hand, the whole surface of the country beyond those limits was a thick, and in many places nearly an impenetrable forest, the surprise at the want of effort to surmount such difficulties must abate very considerably.

The records of the colony only afford two instances of any bold attempt having been made to discover the country to the westward of the Blue Mountains. The first was by Mr. Bass, and the other by Mr. Cayley,* and both ended in disappointment—a circumstance which will not be much wondered at by those who have lately crossed those mountains.

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* This gentleman is a native of Strangeways, in our own vicinage, whose celebrity as a botanist, as well as naturalist, induced Sir Joseph Banks so strenuously to recommend him to government, that he was sent over to New South Wales to superintend the former department, from whence the Royal Gardens at Kew have been much enriched, by his exertions in forwarding a number of curious plants from that quarter of the globe. He is again preparing to leave this country, being appointed to the management of the botanical gardens in the West Indies.

To G. Blaxland and W. Wentworth, Esqrs. and Lieutenant Lawson, of the Royal Veteran Company, the merit is due of having, with extraordinary patience and much fatigue, effected the first passage over the most rugged and difficult part of the Blue Mountains.

The Governor being strongly impressed with the importance of the object, had, early after his arrival in this colony, formed the resolution of encouraging the attempt to find a passage to the Western Country, and willingly availed himself of the facilities which the discoveries of these three gentlemen afforded him. Accordingly, on the 20th of November, 1813, he entrusted the accomplishment of this object to Mr. G. W. Evans, Deputy Surveyor of Lands; the result of whose journey was laid before the public, through the medium of the *Sydney Gazette*, on the 12th of Feb. 1814.

The favourable account given by Mr. Evans, of the country he had explored, induced the Governor to cause a road to be constructed for the passage and conveyance of cattle and provisions to the interior; and men of good character, from amongst a number of convicts who had volunteered their services, were selected to perform this arduous work, on condition of being fed and clothed during the continuance of their labour, and being granted emancipation as their final reward, on the completion of the work.

The direction and superintendence of this great work was entrusted to W. Cox, Esq. the chief magistrate at Windsor; and, to the astonishment of every one who knows what was to be encountered, and sees what has been done, he effected its completion in six months from the time of its commencement, happily, without the loss of a man, or any serious accident. The Governor is at a loss to appreciate fully the services rendered by Mr. Cox to this colony, in the execution of this arduous work, which promises to be of the greatest public utility, by opening a new source of wealth to the industrious and enterprising. When it is considered that Mr. Cox voluntarily relinquished the comforts of his own house, and the society of his numerous family, and exposed himself to much personal fatigue, with only such temporary covering as a bark could afford from the inclemency of the season, it is difficult to express the sentiments of approbation to which such privations and services are entitled.

Mr. Cox having reported the road as completed on the 21st of January, the Governor, accompanied by Mrs. Macquarie and that gentleman, commenced his tour on the 25th of April over the Blue Mountains, and was joined by Sir J. Jamieson, at the Nepean, who accompanied him during the entire tour.

The following gentlemen composed the Governor's suite:—Mr. Campbell, secretary; Captain Antill, major of brigade; Lieutenant Watts, aide-de-camp; Mr. Redfern, assistant-surgeon; Mr. Oxley, surveyor-general; Mr. Meeham, deputy-surveyor-general; Mr. Lewin, painter and naturalist; and Mr. G. W. Evans, deputy-surveyor of lands, who had been sent forward for the purpose of making further discoveries, and rejoined the party on the day of arrival at Bathurst plains.

The commencement of the ascent from Emu Plains to the first depot, and thence to a resting place, now called "Spring Wood," distant 12 miles from Emu Ford, was through a very handsome open forest of lofty trees, and much more practicable and easy than was expected. The facility of the ascent for this distance excited surprise, and is certainly not well calculated to give the traveller a just idea of the difficulties he has afterwards to encounter. At the further distance of 4 miles a sudden change is perceived in the appearance of the timber and the quality of the soil—the former becoming stunted, and the latter barren and rocky. At this place the fatigues of the journey may be said to commence. Here the country became altogether mountainous, and extremely rugged. Near the 18th mile mark (it is observed, that the measure commences from Emu Ford), a pile of stones attracted attention; it is close to the line of the road, on the top of a rugged and abrupt ascent, and is supposed to have been placed there by Mr. Cayley, as the extreme limit of his tour; hence the Governor gave that part of the mountain the name of "Cayley's Repulse." To have penetrated even so far, was at that time an effort of no small difficulty. From hence, forward to the 26th mile, is a succession of steep and rugged hills, some of which are almost so abrupt as to deny a passage altogether; but at this place an extensive plain is arrived at, which constitutes the summit of the Western Mountain; and from thence a most extensive and beautiful prospect presents itself on all sides to the eye. The town of Windsor, the river Hawkesbury, Prospect Hill, and other objects within that part of the colony now inhabited, of equal interest, are distinctly seen from hence.—The majestic grandeur of the situation, combined with the various objects to be seen from this place, induced the Governor to give it the appellation of "The King's Table Land."

On the S.W. side of the King's Table Land, the mountain terminates in abrupt precipices of immense depth, at the bottom of which is seen a glen, as romantically beautiful as can be imagined, bounded on the further side by mountains of great magnitude, terminating equally abruptly as the others; and the whole thickly covered with timber. The length of this picturesque and remarkable tract of country is about 24 miles, to which the Governor gave the name of "The Prince Regent's Glen." Proceeding hence to the 33d mile on the top of a hill, an opening presents itself on the S.W. side of the Prince Regent's Glen, from whence a view is obtained particularly beautiful and grand. Mountains rising beyond mountains, with stupendous masses of rock in the fore ground, here strike the eye with admiration and astonishment. The circular form in which the whole is so wonderfully disposed, induced the Governor to give the name of "Pitt's Amphitheatre," in honour of the late Right Hon. Wm. Pitt, to this first branch from the Prince Regent's Glen. The road continues from hence, for the space of 17 miles, on the ridge of the mountain which forms one side of the Prince Regent's Glen, and it suddenly terminates in nearly a perpendicular precipice of 676 feet high, as ascertained by measurement. The road constructed by Mr. Cox down this rugged and tremendous descent, through all its windings, is no less than three-fourths of a mile in length, and has been executed with such skill and stability as reflects much credit on him. The labour here undergone, and the difficulties surmounted, can only be appreciated by those who view this scene. In order to perpetuate the memory of Mr. Cox's services, the Governor deemed it a tribute justly due to him, to give his name to this grand and extraordinary Pass; and he accordingly called it "Cox's Pass." Having descended into the valley at the bottom of this pass, the retrospective view of the overhanging mountain is much higher than those on either side of it, from whence it is distinguished at a considerable distance, when approaching it from the interior, and in this point of view it has the appearance of a very high distinct hill, although it is in fact only the abrupt termination of a ridge. The Governor gave the name of "Mount York" to this termination of the ridge, in honour of his Royal Highness the Duke of York.

On descending Cox's Pass, the Governor was much gratified by the appearance of good pasture land, and soil fit for cultivation, which was the first he had met with since the commencement of his tour. The valley at the base of Mount York he called "the Vale of Clwyd," in consequence of the strong resemblance it bore to the vale of that name in North Wales. The grass in this vale is of a good quality, and very abundant, and a rivulet of fine water runs along it from the eastward which unites itself at the western extremity of the vale, with another rivulet containing still more water. The junction of these two streams forms a very handsome river, now called by the Governor "Cox's River," which takes its course, as has been since ascertained, through the Prince Regent's Glen, and empties itself into the river Nepean; and it is conjectured, from the nature of the country through which it passes, that it must be one of the principal causes of the floods which have been occasionally felt on the low banks of the river Hawkesbury, into which the Nepean discharges itself. The vale of Clewyd, from the base of Mount York, extends six miles in a westerly direction, and has its termination at Cox's River. West of this river the country again becomes hilly, but is generally open forest land, and very good pasturage.

Three miles to the westward of the Vale of Clewyd, Messrs. Blaxland, Wentworth, and Lawson, had frequently terminated their excursion; and when the various difficulties are considered which they had to contend with, especially until they had effected the descent from Mount York, to which place they were obliged to pass through a thick brush-wood, where they were under the necessity of cutting a passage for the baggage horses, the severity of which labour had seriously affected their healths, their patient endurance of such fatigue cannot fail to excite much surprise and admiration. In commemoration of their merits, three beautiful high hills joining each other at the end of their tour at this place, have received their names in the following order; *viz.* "Mount Blaxland," "Wentworth's Sugar Loaf," and "Lawson's Sugar Loaf." A range of very lofty hills and narrow vallies alternately form the tract of country from Cox's River, for a distance of 16 miles, until the Fish River is arrived at; and the stage between these rivers is consequently very severe and oppressive on the cattle. To this range the Governor gave the name of "Clarence Hilly Range."

Proceeding from the Fish River, and at a short distance from it, a very singular and beautiful mountain attracts the attention, its summits being crowned with a large and very extraordinary looking rock, nearly circular in form, which gives to the whole very much the appearance of a hill or fort, such as are frequent in India. To this lofty hill Mr. Evans, who was the first European discoverer, gave the name of "Mount Evans."—Passing on from hence, the country continues hilly, but affords good pasturage, gradually improving to Sidmouth Valley, which is distant from the pass of the Fish River 12 miles. The land here is level, and the first met with unincumbered with timber; it is not of very considerable extent, but abounds with a great variety of herbs and plants, such as would probably highly interest and gratify the scientific botanists. This beautiful little valley runs north-west and south-east, between hills of easy ascent, thinly covered with timber. Leaving Sidmouth Valley, the country becomes again hilly, and in other respects, resembles very much the country to the eastward of the valley for some miles. Having reached Campbell River, distance 13 miles from Sidmouth Valley, the Governor was highly gratified by the appearance of the country, which there began to exhibit an open and extensive view of gently rising grounds and fertile plains.—Judging from the height of the banks and its general width, the Campbell River must be on some occasions of very considerable magnitude; but the extraordinary drought which has apparently prevailed on the western side of the mountains, equally as throughout this colony for the last three years, has reduced this river so much, that it may be more properly called a chain of pools than a running stream at the present time. In the reaches or pools of the Campbell River, the very curious animal called the Paradox, or Water-mole, is seen in great numbers. The soil on both banks is uncommonly rich, and the grass is consequently luxuriant. Two miles to the southward of the line of road which crosses the Campbell River, there is a very fine rich tract of low lands, which has been named Mirchell Plains. Flax was found growing in considerable quantities. The Fish River, which forms a junction with the Campbell River a few miles to the northward of the road and bridge over the latter, has also two very fertile plains on its banks, the one called O'Connell Plains, and the other Macquarie Plains, both of very considerable extent, and capable of yielding all the necessaries of life.

At the distance of seven miles from the bridge over the Campbell River, Bathurst Plains open to the view, presenting a rich tract of champaign country of 11 miles in length, bounded on both sides by gently rising and very beautiful hills, thinly wooded. The Macquarie River, which is constituted by the junction of the Fish and Campbell River, takes a winding course through the plains, which can be easily traced from the high lands adjoining, by the particular verdure of the trees on its banks, which are likewise the only trees throughout the extent of the plains. The level and clear surface of these plains gives them at first view very much the appearance of lands in a state of cultivation.

It is impossible to behold this grand scene without a feeling of admiration and surprise, whilst the silence and solitude which reign in a space of such extent and beauty as seems designed by nature for the occupancy and comfort of man, create a degree of melancholy in the mind which may be more easily imagined than described.

The Governor and suite arrived at these plains on Thursday the 4th of May, and encamped on the southern left bank of the Macquarie river—the situation being selected in consequence of its commanding a beautiful and extensive prospect for many miles in every direction around it. At this place the Governor remained for a week, which time he occupied in making excursions in different directions, through the adjoining country, on both sides of the river.

On Sunday, the 7th of May, the Governor fixed on a site suitable for the erection of a town at some future period, to which he gave the name of "Bathurst," in honour of the present Secretary of State for the Colonies. The situation of Bathurst, is elevated sufficiently beyond the reach of any floods which may occur, and is at the same time so near to the river on its south bank, as to derive all the advantages of its clear and beautiful stream. The mechanics and settlers, of whatever description, who may be hereafter permitted to form permanent residences to themselves at this place, will have the highly important advantages of a rich and fertile soil, with a beautiful river flowing through it, for all the uses of man. The Governor must, however, add, that the hopes which were once so sanguinely entertained of this river becoming navigable to the Western Sea, have ended in disappointment.

During the week that the Governor remained at Bathurst, he made daily excursions in various directions:—one of these extended 22 miles in a south west direction, and on that occasion, as well as on all others, he found the country chiefly composed of valleys and plains, separated occasionally by ranges of low hills, the soils throughout being generally fertile, and well circumstanced for the purpose of agriculture or grazing. The Governor here feels much pleasure in being enabled to communicate to the public, that the favourable reports which he had received of the country to the west of the Blue Mountains have not been by any means exaggerated. The difficulties which present themselves in the journey from hence are certainly great and inevitable, but those persons who may be inclined to become permanent settlers there, will probably content themselves with visiting this part of the colony but rarely, and of course will have them seldom to encounter. Plenty of water, and a sufficiency of grass, are to be found in the mountains, for the support of such cattle as may be sent over them; and the tracts of fertile soil and rich pasturage which the new country affords, are fully extensive enough for any increase of population and stock which can possibly take place for years.

Within a distance of ten miles from the site of Bathurst, there is not less than 50,000 acres of land clear of timber, and fully one half of that may be considered excellent soil, well calculated for cultivation. It is a matter of regret, that in proportion as the soil improves, the timber degenerates; and it is to be remarked, that every where to the westward of the Mountains, it is much inferior both in size and quality to that within the present colony; there is, however, a sufficiency of timber, of tolerable quality, within the district around Bathurst, for the purposes of house building and husbandry.

The Governor has here to lament, that neither coals nor lime-stone have yet been discovered in the western country, articles in themselves of so much importance, that the want of them must be severely felt whenever that country shall be settled.

Having enumerated the principal and most important features of this new country, the Governor has now to notice some of its live productions. All around Bathurst abounds in a variety of game; and the two principal rivers contain a great quantity of fish, but all of one denomination, resembling the perch in appearance, and of a delicate and fine flavour, not unlike that of a rock-cod; this fish grows to a large size, and is very voracious. Several of them were caught during the Governor's stay at Bathurst, and at the halting-place of the Fish River. One of those caught weighed 17 lb. and the people stationed at Bathurst stated, that they had caught some weighing 25 lbs.

The field game are the kangaroos, emus, black swans, wild geese, wild turkeys, bustards, ducks of various kinds, quail, bronze, and other pigeons, &c. the water-mole, or paradox, also abounds in all the rivers and ponds.

The site designed for the town of Bathurst, by observation taken at the flag-staff, which was erected on the day of Bathurst receiving that name, is situated in lat. 33° 24′ 30″ south, and in long. 149° 37′ 45″ east of Greenwich, being also 27½ miles north of Government House, in Sydney, and 94½ west of it, bearing west 20° 30′ north, 83 geographic miles, or 95½ statute miles; the measured road distance from Sydney to Bathurst being 140 English miles.

On Thursday, the 17th of May, the Governor and suite set out from Bathurst on their return, and arrived at Sydney on Friday the 19th ult.

The Governor deems it expedient to notify here to the public, that he does not mean to make any grant of land to the westward of the Blue Mountains, until he shall receive the commands of his Majesty's ministers on that subject, and in reply to the report he is now about to make them upon it.

In the mean time, such gentlemen, or other respectable free persons, as may wish to visit this new country, will be permitted to do so, on making a written application to the Governor to that effect, who will order them to be furnished with written passes. It is at the same time strictly ordered and directed, that no person, whether civil or military, shall attempt to travel over the Blue Mountains, without having previously applied for, and obtained permission, in the above prescribed form. The military guard stationed at the first depot on the mountains will receive full instructions to prevent the progress of any persons who shall not have obtained regular passes. The necessity for the establishing, and strictly enforcing this regulation, is too obvious to every one who will reflect on it, to require any explanation here.

The Governor cannot conclude this account of his tour, without offering his best acknowledgments to W. Cox, Esq. for the important service he has rendered to the Colony in so short a period of time, by opening a passage to the newly-discovered country, and at the same time assuring him that he shall have great pleasure in recommending his meritorious services on this occasion to the favourable consideration of his Majesty's ministers.

By Command of his Excellency the Governor,

J. T. Campbell,

Secretary.

BUONAPARTE.

A Boston Paper contains the following particulars :—

" *Boston, November* 11, 1815.

" A letter from Madeira, dated the 14th of September, states, that the writer has obtained several anecdotes of Buonaparté's conduct on board the Northumberland (previous to her arrival off that island for supplies), from Admiral Cockburn's secretary ; and among others, gives the following :—' He (Buonaparté) confessed to the Admiral, that he considered the Duke of Wellington's military talents equal to his own : but that the Duke was more fortunate. He was asked, what he thought of the battle of Waterloo? and he replied, that the fate of France depended upon its success ; that it was the severest contest he had ever witnessed ; and attributed the loss of it to the treachery of Ney, and the mistaken confidence he had placed in the French Jacobin party.—He said the Emperor Alexander is a *deceitful* man ; that he had offered him, before he married Maria Louisa, the hand of a Russian Princess. The Emperor of Austria he considered as a *weak* man, as having neither firmness nor energy—and the King of Prussia he says is no better. The King of Spain he calls a *fool*. The Admiral asked him if the American government had not applied to him, previous to the late war, for a part of the French navy ?—No, Monsieur, said Boney (for he does not speak a word of English), but if it had, I would have given plenty of ships, provided they sent men.'

" The Sunday before the Northumberland arrived here, the crew were called to prayers (for you must know it is usual on board a line of battle ship to have divine service performed every Sunday), and Boney, who happened to appear on deck at the moment, immediately joined with the officers in all the forms of the Episcopal Church. As soon as the service was over, the Admiral asked him what religion he professed ?—' All,' said Napoleon ; ' for I find it to be the best policy.'

" He seldom speaks of his wife or child—and, upon the whole, he supports his fall with unalterable firmness. He is cheerful, and sometimes pleasant company ; joins in conversation with every body, and always has something to say for himself. He is pleased with seeing military men, especially such as have been in any of his campaigns, and is always delighted while conversing on military subjects : at Moscow, he says he ought to have died, for there his glory ended."

MISCELLANEOUS INFORMATION.

[*From the Sydney Gazette, New South Wales.*]

October 8, 1814.

When his Majesty's schooner Estramina was leaving the settlement of Hobart Town in August last, she met, at the entrance of the Derwent river, a lugger-rigged vessel, of very singular appearance. Sending to inquire what she was, found two persons on board, and learnt from them that she had been built by a number of bush rangers, near the south-west Cape, with the intention of leaving Van Dieman's Land entirely. For this purpose they had actually sailed; but, when 60 miles at sea, they were obliged to put back, from the fear of perishing; their water, for want of secure vessels, having all leaked out. The vessel was about 36 feet keel, and well modelled; their cordage was contrived of twisted bark, and their number consisted of 24 or 25 persons, who, with the exception of the two found on board, had gone on shore to look for fresh supplies. She was taken possession of by the master of the Estramina, and given up to his Majesty's government at Hobart Town. * * * * * * * * * *October* 22.—On Thursday arrived the Cumberland colonial-schooner, Mr. Goodenough, master, from islands to the eastward of the Friendly Islands, whither she from hence proceeded the 18th January last, with a view of procuring sandal wood, but failing in that object, has brought a lading of a wood possessing the property of dying various shades of yellow. This they procured at the island of Laratonga, 16 leagues E. of Tongataboo, the natives of which are of the Otaheitean complexion, and of similar manners, but taller, and much better formed. On their first and second attempts to land, they were prevented by the natives, who attacked them with slings, from which they threw round stones 6lb. weight, with surprising dexterity. They, nevertheless, effected a landing afterwards; they became very friendly with the natives, who were employed in procuring the wood, and paid as labourers for their assistance, in tochios, tomahawks, and other suitable articles. They continued in friendly intercourse until the 12th of August, when J. Croker, one of the crew, who had accompanied Mr. Wentworth on shore, was assaulted and killed in his presence with a club, so instantaneously and unexpectedly, as to render Mr. Wentworth's aid wholly ineffectual. As soon as he saw the unfortunate man knocked down, he drew and snapped his pistol at the assailant, but it missed fire, and, as there was no time for deliberation, he rushed forward to his assistance; but human aid was then of no avail, for his head was bruised to a mummy, and his corporal pains had ceased for ever. Mr. W. having now only to provide for his own safety, took a pistol from the dead man's belt, and, menacing and menaced, made his way to his boat. In another quarter, a similar assault had been made on three others of the crew, who were on shore for provisions, and all massacred. A woman, who had gone from this port in the vessel, was killed at the same time, when on shore on a visit to some native woman, who had shewn her much kindness. Mr. Goodenough affirms it to be his opinion, that all the murdered persons were afterwards devoured, as they had seen a part of one that exhibited every appearance of its remaining as the fragment of a cannibal festival.

EQUINOCTIAL CURRENTS.*

Some re-consideration seems to have been offered by the last *Edinburgh Review* to the subject of the Equinoctial current between the Tropics, which deserves more public notice; *viz.*—That this general current, especially from the mouth of the Senegal and the adjacent coast across to the Caribean Sea, this current sets continually from east to west, or in the direction of the trade wind. It is common to the tropical seas both south and north of the line, and to the Southern as well as to the Atlantic Ocean. It appears to vary from 5 to 18 miles in 24 hours, or from 0.3 to 1.2 feet *per* second. This is the mean collected from the voyages of all the circumnavigators since the use of time-keepers was introduced.

The mean of these means is 0.75 of a foot *per* second, so that in all the tropical regions, the waters of the ocean are found to flow continually to the west, with a velocity equal to a sixth part of that of most of the great rivers in Europe. It is to the general impulsion which the trade winds give to the surface of the seas, that this great equinoctial current must be attributed. Our nautical readers will judge, and perhaps deem it worth their while to favour us with an examination of this description, which we conceive of considerable importance to our navy and commerce. Every suggestion for the improvement or alteration of any course is of momentous concern, and should not be suffered to escape critical inquiry.

SKILFUL NAVIGATORS!

An American paper states, that " on the 21st of March last, the cutter Flying Fish sailed from Beaufort, North Carolina, bound to Gibraltar. It was believed that she must have been captured by the Algerines, or had foundered at sea, until the 10th of August, when letters were received, announcing her arrival *at a port in Norway*, having gone round the Orkney and Shetland Islands, and arrived at Christian Sound in 39 days; at the same time those on board were under the impression that *they were pursuing the voyage to Gibraltar!*"—The American Editor adds, " as the captain and officers are said to be skilful navigators, this singular mistake is to be ascribed to some cause, which, when known, will put other navigators on their guard."

ANTHROPOPHAGISM.

There are still in South America, and in the interior of Africa, as well as upon its western coasts, people who feed upon human flesh, merely on account of its delicacy, and as the height of luxury. These nations not only eat the persons they take in war, but their own wives and children, especially when pressed by hunger.—They even buy and sell human flesh publicly. To them we are indebted for the information, that white men are finer flavoured than negroes, and that Englishmen are preferable to Frenchmen. Farther, the flesh of young girls and women, particularly of new-born children, far exceeds in delicacy that of the finest youths or grown men. Finally, they tell us, that the inside of the hand, and the sole of the foot, are the nicest parts of the human body.

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* See N. C. page 31.

CORRESPONDENCE.

TO THE RIGHT HONOURABLE LORD VISCOUNT MELVILLE.

My Lord, *Harrow, 25th January*, 1816.

BEING deeply impressed with the desire of my country's glory and prosperity, and being equally impressed with the undeniable truth, that these are so connected, so interwoven with the preponderance of her Naval Power, that it prompts me to continue a subject that must therefore be of the last importance to the Nation.

I address your Lordship, because at the head of the naval administration of the country; but the subject claims the serious attention of every individual composing his Majesty's government; of every man of influence, of every reflecting man in the Island of Great Britain. I have already observed, that it would be desirable the government should keep a watchful eye over those men, to whom the nation must look as the principal guardians of her prosperity and commerce; and most minutely, that they be not seduced from their allegiance, and to rank themselves with a people, notorious for the arts they have practised, the temptations they have held out to effect this, and the impatient jealousy with which they view the naval power of Great Britain.

I have no intention of adding to the breach that has been opened, nor any desire that it should not be perfectly closed up and healed; but I can in no manner perceive that is to be done by hostile aggression on the one side, and dishonorable forbearance on the other.

I can in no manner perceive, that this is to be effected by the British nation tamely submitting to the seducing of her seamen from their allegiance in the ports of the United States of America, or by suffering herself to be overborn by republican turbulence and clamour.

The impressing of American seamen out of their merchant vessels, by British men of war, has resounded, not only from one end of America to the other, but throughout Europe; but has the *infamous crimping* of British seamen, and the seducing of them from their allegiance, in harbours of the United States of America, has this been as publicly exposed? These transactions have borne such features, that even the honorable of that people have felt indignant at acts, which stigmatised their moral character as a nation, and all their pretensions to rational liberty.

The following account is taken from a newspaper:—

" The Americans are using every exertion to place their navy on a formidable footing; not a vessel arrives at New York from this country, without her crew being immediately seduced into the American service. The *bounty* given to *deserters from the British naval service* is *forty dollars;* and their pay is *twelve dollars monthly.* Of the crew of the Rollo, consisting of sixteen prime seamen, *eight entered on board of the Java, American* *frigate*, the day after her arrival at New York, and the others entered on board of American merchantmen.

"Captain M. Ewen, of the Rollo, complained of these deserters, through the medium of Mr. Moore, the English Vice-Consul at New York; but so far from obtaining redress from the American government, Captain M. Ewen was fined *four hundred dollars, for unlawfully imprisoning American citizens.* It appears, that the seamen belonging to the Rollo had been secretly *provided with certificates of American citizenship*, at the moment of quitting the vessel.

"Mr. Moore made every exertion to support the claims of Britain to her subjects; but the Americans set his *authority at defiance*."

Who, my Lord, can read this without indignation? Can there be any reason for doubting this circumstantial statement, coming from Liverpool, where the Rollo lately arrived; and, if well authenticated, was ever the government of the country more loudly called upon to interfere in behalf of the nation?

Such proceedings are most hostile to the essential interests of Great Britain. If avowed by the American government, and the delinquents protected, can such transactions be viewed in any other light than acts of hostility? And what becomes of the decree of the Legislature of the United States, "that no *foreign seamen* should serve on board of their vessels? and that six years residence in their territories should be required, to give a title to citizenship?"

If British seamen are to be converted in a moment into American citizens, by the arts of seduction practised by unprincipled men in that country, shall this nation look on, in a state of apathy, at a measure of political hostility, which, if suffered to proceed to any extent, would ultimately prove pregnant with greater evil to these realms, than the arms of America could have done, although leagued with the most cruel despotism that has appeared for centuries, and which has spread the fearful gloom of demoralization over the mass of the French population.

Whether it be known in America or not, it is well known in Europe, that the arms of Britain, for above twenty years, proved the firmest barrier against the universal triumphing of that Despotism; and that into her arms the oppressed of the Continent fled; and that to her Power groaning nations became suppliants, to free their necks from the galling yoke.

Is it not then shamelessly impudent in the turbulent trans-atlantic demagogues, to accuse this nation of being at the head of every despotic plan in Europe?

Indeed, such a perversion of truth deserves the most marked contempt, not only from every honorable mind in Europe, but also in America; by all men untainted with those false principles, that have so long misled the nations from the paths of happiness and peace. Some allowance may be made for the ebullitions of those spirits, who, inflamed by the phantom of modern illumination, transplanted themselves into another soil, because that of the British Isles would not yield inflammation equal to the demand of their towering imaginations; and also for the later flights of infidels from

France, who, remembering the decisive and storming overthrow of Waterloo, may vent their disappointment in unjust reproaches against the nation that chiefly effected the accomplishment of an event so ardently desired by the congregations of Europe.

But after all those allowances are made, it must be grieving to every honorable mind in the old, as well as in the new Continent, to perceive, that this spirit is fostered in the official paper of the government of the United States, by which its spirit is manifested.

It lately sought occasions of quarrelling with Great Britain, that it might rank itself on the side of the late French government, the most fearful scourge of the nations that ever appeared; and invented accusations, the most popular of which, "the impressment of seamen," was even denied by its own subjects, who had the best opportunities of knowing how far the accusation was founded on truth.*

Many proofs might be adduced during the period the American government was using every effort to inflame the minds of its subjects against this country, how it trampled upon the rights of British seamen, and even on the dictates of humanity; but I shall content myself with two in 1811, vouched by American authority, and publicly recorded in that country, by honorable men, who detested the false accusations and overbearing spirit of the demagogue faction that prevailed in their country:—

"The schooner L'Ant, from Bourdeaux to the Isle of Bourbon, put into the harbour of New York; amongst the crew were two American seamen, &c. and five British seamen, who having been for some years prisoners of war, escaped from the place of their confinement to Bourdeaux, where they passed for, and shipped as Danes; but their being British seamen having been discovered on the passage, when the schooner arrived at New York, *they were thrown into prison*, on the 26th of April, there to be kept, that they might be *sent back to France* in the schooner. Aware of the consequences of being taken back, the British seamen made affidavit before D. T. Blake, Esq. Commissioner for the Supreme Court of the State of New York, of their being British seamen, and praying the protection of the British Consul. They also solicited the interposition of other gentlemen, who, actuated by motives of humanity, and indignant at so *impudent an attempt* to pervert the municipal regulations of the United States to *instruments of abhorred tyranny*, interposed their exertions to prevent these unfortunate men being *taken back to France*, as intended; and finally, though with *great trouble*, procured their discharge on the 26th of June last, they having been *two months confined*. And in three days after, Jacob Dudds, Anthony Amphine, and William Berry, three of the British seamen, shipped in a vessel, supposed to be the Hercules, bound to New Orleans, and thence to Europe, having had *American protections* procured for them, by a most notorious crimp, whose name and place of abode are well known; and in 4 or 5 days after, Wm. Hunt, *alias* Michael Laughlin, and Thomas Evans, shipped in the American brig Eliza, on a voyage to Oporto, having protections provided for them by the unprincipled wretch above alluded to; and a certificate given by Colonel Barcley, British Consul in the district of New York, to Michael Laughlin, of his having been a prisoner in France, and effected his escape, to prevent his being treated as a deserter by any of the British men of war he might fall in with, was taken from him by the above-stated *manufacturer of American citizens*, and hawked about with every illiberal remark, as well as *indignity*, and *contempt*, that a being at once so despicable and so dangerous to society could offer to it, or make upon it."

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* At a public meeting of the trading interest in New England.

Previous to this statement, the writer observes, "that this is but one instance of the *many unjustifiable transactions* of a similar nature that *daily occur* in the city of *New York*, and of occurring there to such an *alarming extent*, what must they not be presumed to be in the cities and seaports of the United States collectively," &c.*

Such is the testimony of an honest American; and the whole of the transactions, for tyranny, seduction, and insolence, are worthy of the Ally of the late French government.

A *government* and *magistracy*, under whose eyes such scenes have been acted with approbation, or even indifference, must be seriously perverted, as to honour and morals, and transcendently presumptuous, in afterwards accusing Great Britain of exercising tyranny upon the seas, when searching for her *lawful subjects* on board of American vessels, thus tyrannically, dishonourably, and hostilely entreated, and seduced from their allegiance. In aiding the views of a tyrant, who "opened not the house of his prisoners."

By an affidavit, "sworn before Charles Christian, Esq. special Justice of the Peace for the city of New York, and certified by Mr. Robert M'Comb, Clerk of the Sessions, and of Oyer and Terminer, at New York, August 1st, 1811, it appears that, John Harrington, James Young, Joseph Armstrong, John Quinny, and George Adamson, sailed from the port of Sunderland in the brig Rachel, J. M'Donald, master, on a voyage to New York, and thence back to Greenock; that while at New York, they had leave to go on shore, and continued until the morning, when returning through East George Street, they were accosted by a man, calling himself David Reed, and the friend of sailors, who insisted upon treating them, and introduced a *two-gallon jug of milk punch*, with which he plyed them, and afterwards with more, until they were intoxicated, when he endeavoured to persuade them to go on board of a vessel in North River, and they had nothing to do, but *say* they were *American Citizens*, and *no other questions would be asked*, as he was in the *habit* of getting it done *daily*. Reed then sent for a person with whom he agreed to receive *forty dollars* for each; and that after receiving the 200 dollars, he procured a number of *constables*, or *persons* in that *character*, and *compelled them, by force and violence*, to go into a boat ready to take them on board of the *President*, Commodore Rogers. When on board, they were brought before him, and required to take the oath of allegiance to the United States, which they peremptorily refusing to do, he sent them on shore again, when they were *immediately arrested for the money advanced to Reed,* a small part only of which had been given them."

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* N. C. Vol. XXVI. p. 134, 135.

While on board of the President, they *saw* and *spoke to numbers of their countrymen;* who informed them, that they had been *seduced* and *defrauded* in like manner by Reed.*

Now, my Lord, these are indubitable facts, stated by honest Americans themselves, who admitted, that numerous instances of a similar nature were daily transacted in their country, at the time mentioned, and which appear to be now in full exercise. Yet the ears of Europe are to be dunned by the American government and its emissaries, with the cries of *sailors rights,* and the *freedom of the seas.*

In the cases recited, it is evident what are, and have been, the *rights of British seamen* in the ports of the United States, beset by the artifices of seduction, by infamous crimps, under the patronage of those in higher situations; their rights trampled upon in a manner, which the Bey of Tunis, or the Dey of Algiers, would blush at.

If the American government were to own its want of power to correct such dishonorable transactions, such inhuman treatment within its territories of the subjects of a foreign power, or its *total ignorance* of such transactions, would it not acknowledge itself an imbecile and ignorant thing, altogether unfit for its situation, if it have no power to repress the hostile acts of its subjects against the rights of foreign nations and those of their subjects.

The world knows the issue of the court martial on Commodore Rogers, for his contest with the Little Belt, British sloop of war; and that the evidence of *all his officers and men* (except two), affirmed, that the sloop of war fired first into his *ship of the line,*† carrying *thirty-two twenty-four long guns, and twenty-two thirty-two-pounder carronades,* besides other cannon, making *sixty pieces.*‡

Do you, my Lord, does any man in this Island, does any man in America, who is in possession of the fact, believe these affirmations? And if they be contrary to truth, are they not a most dishonorable blot on national character? Englishmen, who were on board of the President at the time, *seduced,* as heretofore described, and who escaped to this country after her return into port, affirmed, that the *first gun* was *fired from the President,* not designedly, but by accident, a man having incautiously entangled himself with the laniard by which the trigger was drawn. This is also well known in America.

Such evidence as that produced by *the President,* is then worthy of the Neys, the Lavalettes, and all the tribe of French atheists.

It is evident, that the desire of the honorable and peaceable contained in the population of the United States of America, is at variance with the demagogue faction by which the government of that country is connected.

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* 𝔑.ℭ. Vol. XXVI. p. 458, &c.

† A far more formidable ship than the English sixty-fours.

‡ *Vide* 𝔑. ℭ. Vol. XXV. p. 503; Vol. XXVI. p. 83.

It is also evident, that while this faction countenances and abets such transactions as have been described, there can be no prospect of lasting peace between Great Britain, and a government actuated by such a spirit. For by sanctioning the acts of seduction, of the nation described, it becomes amenable to the nation whose rights are thus invaded, and by such hostile aggression, commits itself, together with the people over whom it is suffered to preside.

I pretend not to the spirit of prophesy; but I certainly believe, that the measures adopted by the American government, for some years past, its ambition in extending its already unwieldy territory, and the hostility it has breathed towards Great Britain, manifestly injurious to the best interests of its subjects, and even upon pretences denied by those subjects, who had the best opportunities of knowing the truth of its accusations;* these acts, however they be considered by the generality of mankind, are plain indications of a hastening to a dissolution of the United States. The seeds are already sown, and have appeared. Happy will those provinces be, who shake off a connection with men influenced by views hostile to the interests of their country; and by passions at variance with humanity, and debasing to the character of any people, much more so of those who would wish to be thought amongst men, the most just, and most peaceably inclined.

But before that vast extent of territory assumes a political appearance, differing from its present aspect, there is, to say the least, a great probability of another appeal to arms between them and the land of their progenitors.

Every true son of this Island must earnestly desire that the appeal should be energetic and decisive; that our naval character be not again committed by vessels of war having to contend with those of the same *nominal rate*, though far superior in number of men and cannon, in weight of metal, and size of vessel.

Of this description have been the American triumphs, shamelessly represented to the world as gained over an equal force, yet they may be justly challenged to produce *one instance.*

We know, that British ships of war have triumphed over Americans, superior in equipment; and may we not hope, through the blessing of Divine Providence, that, while, as a nation, we pursue the paths of honour and justice, we shall always have the inclination and ability of giving the false detractors of our arms, practical lessons that will refute their calumnies.

No friend to humanity and peace can have any desire to witness a renewal of hostilities between the two countries; but if the insulted honour of the British nation should be compelled to demand reparation, by a continued system of those acts that have been mentioned, as the government of this country is now well acquainted with the nature of the *force* the British navy will have to contend with, must it not be considered a most imperative duty to prepare for the probable event, that must prove highly important to this country, as the eyes of Europe would be intensely fixed to behold the issue of an event, which has hitherto appeared covered with doubt.

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* The accusation of British men of war impressing American seamen from American vessels, was publicly denied by the trading interest of the State of Massachusets; who asserted, that for *thirty years* they had frequented the ocean, had been visited by many British men of war, but never knew a *real American* impressed during the period.

And how, my Lord, is Britain to make preparation? by suffering her *prime seamen* to man American ships of war? Can there be a more decisive proof of the opinion of Americans themselves (notwithstanding their boasting) respecting these men, than the arts they have and do practise to seduce them into their ships of war?

Either the Americans are averse themselves to enter, or British seamen are preferred for the purposes of war. Whichever be the case, Britain must be in a state of fatal insensibility, calmly to suffer the most valuable of her sons to be placed in a situation where they may lift up their hands in rebellion against her, and add to the martial reputation of her enemies.

Should ever the dire necessity occur again, the American coast ought to be invested by *twenty* or *thirty thousand chosen men*, in vessels and ships of war, every way adequate to meet an enemy of the same descriptive force; while the Canadian Lakes are also furnished with armaments in no manner inferior to their adversaries. There are other important considerations connected with war between Great Britain and the United States of America; but, for weighty reasons, they ought not to be promulgated.

If the American government be, indeed, pacifically inclined, it must be anxious to prove this, by discountenancing and punishing every act of seducing British seamen from their allegiance. It must be anxious to prove that its own decree of not permitting *foreigners to serve on board of the ships of the United States*, is not a mere nullity; and that of *six years' residence* only entitling to the rights of Citizenship, is a substantial truth, and not a mere appearance on paper.

I do not know what modern reasoners may call such arts as have been mentioned, who fritter away the substance of justice by sophisticated arguments; but I am certain what the common sense of any nation would call it, when practised against itself; and to this the impartial of all nations will agree.

I had written thus far, when I read the President's message to Congress; but it has in no manner altered my opinions, save with respect to the employing of British seamen in the marine of the United States; if indeed it be in earnest.

You are well aware, my Lord, that there are cogent reasons which demand of the American government to preserve peace with this country; at least for the present. It has experienced, that the finances of that growing empire are in no manner calculated to contend with those of a nation long established, that has stood the severest trials, and that, for a quarter of a century, has made exertions which, in a quarter of the time, would have drained the United States of America, not only of the last dollar in specie, but also of the last *dollar of credit.*

The American government has *experienced* the *foolish temerity* of exposing the vast extent of its sea coast to the attacks and occupation of a people it had wantonly made an enemy; where their flag flew triumphant, and their arms penetrated to the seat of government; while the only consolation it had to boast of, was seven or eight victories, by vessels that had *stolen out of its harbours* during night, or thick stormy weather, over those, in every respect greatly inferior; but which it did not hesitate to pronounce of equal force. When *three* becomes equal to *four and a half*, then, and not till then, will this assertion be true.

The American government has at present no hope of an ally on the Continent of Europe, that could in a great degree interpose, so as to prevent the weight of Britain's strength pressing upon its coast; alarming the population; fatiguing and thinning the military ranks; drying up the sources of prosperity; and spreading the fearful gloom of national bankruptcy.

The sober and temperate part of the population of the United States of America is well convinced, that instead of Great Britain being the fomenter of war among the nations, the lawless invader of their rights, the despotic shrine of power, as represented by the late unprincipled governments of France, their unprincipled agents, and the unprincipled demagogues and writers in America, that she has been the scrupulous observer of treaties, the respecter of the rights of nations; that she has sympathized with those who were groaning under the yoke of the oppressor; that her arms and her purse were employed for their deliverance.

That, although threatened with the fiery vengeance of a mighty and inveterate enemy, who had triumphed over the arms of all the nations on the continent of Europe, she resolutely and magnanimously disdained to sacrifice at the shrine of his ambition, her honor or her rights, and set the example to the astonished nations, what a people can do, who hold their faith inviolate as their existence; who, while contending against a powerful enemy for their own existence, extended the helping hand to the distressed, consolation to the afflicted nations; and although hourly pressed by demands of long and extended war, she withheld not her offerings from the altars of the most High God, who has crowned her with honor before the eyes of the first of the nations, however she may be falsely vilified by faithless and ungrateful governments, by the unprincipled insinuations of concealed ambition and envy, and the proud ravings of self-conceit.

Let but the government of the United States possess the same spirit as that of Great Britain has done, for the last twenty years, amidst the severest trials, for *good faith*; for *humanity*; for *generous forbearance*, for unparalleled efforts in the *real cause of Freedom*; and then there will be no fear of any serious dispute arising between the two countries.

The reflecting and impartial part of the population of the United States know, that before their country can *seriously* contend with Great Britain upon the ocean, she must be able to raise annually a surplus revenue, such as would at present ingulph her in national bankruptcy in the course of a few years; and that they have been but badly recompensed, by the victories already mentioned, for the evils inflicted upon their country, provoked by the hostile spirit and unjustifiable pretences of their government, to claim to itself *the right* of *seducing and arming the subjects of a foreign nation against their own country*, and threatening retaliation if these *rebels* should be treated according to the *acknowledged law of all nations*.

They are sensible that the government of their country has not discovered such wisdom as should induce the antient nations of Europe to bow to its dictates; nor power, to support pretensions striking at the roots of all established and legal authorities; and that it would be more beneficial for different States to withdraw from the Union, than expose themselves to ruin, by making such extravagant and lawless pretences, to which the honor and independence of no nation would submit, much less one who had the ability of visiting such insults with the rod of effective chastisement.

Whatever may be the temper of the government of that country, for the weighty reasons enumerated, justice and moderation must be its surest path to the honorable respect of other nations, and the affection of the most worthy of its subjects; and might, for a longer period than a different spirit can premise, prolong its existence.

To suppose that such a government is suited to rule its present extent of territory, when the different States feel the vigor of maturity, is to suppose that the vigor of manhood is to be restrained like the desires of the puling infant. It would be to argue against the experience of manhood from the remotest ages.

If, indeed, a general spirit of peace and benevolence, of integrity and moral rectitude, were to arise over that land, so far removed from the seat of political storms that agitate Europe, and from which it might always keep itself clear, by the exercise of justice and prudent forbearance; then indeed it might become the Eden of the world; the happy seat of freedom and peace; having no neighbour to fear, and envying not the prosperity of any. Then would its inhabitants, instead of looking across the Atlantic with the eyes of malignity and insatiable avarice, hail the land of their great Progenitors with hearts exulting in their immortal deeds; and feel the rays emanating from the never-fading sun of their glory, warming their own soul; and instead of entertaining a proud spirit, that sought to tarnish their well-earned renown, would breathe towards its shores, desires of peace, and fond remembrance of their origin.

However desirable this might be, it is well known, my Lord, that it does not at present exist; and the cupidity of traders from that Continent is known from *Havre de Grace* to *Canton*.

The hostility it has with little reason breathed towards this country, is notorious. To be then prepared for the worst event must be wise, while the country gives *no just cause* of offence to other nations, with dignified and firm demeanour, to maintain her invaluable rights inseparable from her independence.

I am, my Lord,

Your most humble servant,

Arion.

MR. EDITOR,

I SOMETIME since read in some publication, but what, I cannot remember, wherein it was said, "that all justices, mayors, &c. were required to administer an oath gratis, to enable officers to receive their half-pay, and widows their pensions;" and as it has been a custom with *some mayors* to charge for the same, will you, or any of your Correspondents, say how the case stands. Your's,

Peter Plain.

* * *

Reply to Impartialis's Letter in the NAVAL CHRONICLE *for January*, 1816, *page* 42.

MR. EDITOR,

IN a publication so deservedly esteemed as the NAVAL CHRONICLE, and which professes to be specially devoted to the interests of every department in the navy, I witnessed, with feelings of mingled surprise and indignation, a most calumnious attack upon that respectable body of officers, the pursers of his Majesty's fleet. This gross deviation from truth, and the common rules of decorum, and public insult to the feelings of the pursers, form the peroration of an address (subscribed *Impartialis*) to the Noble Lord who presides at the Admiralty Board, proposing a reform in the gunnery department of the navy.

I must beg, Mr. Editor, you will be good enough to examine dispassionately the offensive passage, in this writer's letter, to which I allude, as you might, otherwise, be inclined to think I make use of too severe terms in animadverting upon him.

I have too high an opinion, Mr. Editor, of the impartiality and justice which marks the conduct of your excellent work, to suppose you will screen *Impartialis* from the chastisement he merits, or tacitly approve of his malignant attack upon a respectable body of officers, by refusing admittance, into the Naval Chronicle, to the following observations.

As Mr. *Impartialis* appears to be an advocate for laudable *reform*, of which I, also, beg leave to profess myself an admirer, he will not take it amiss, in a *brother reformer* prefacing his remarks, upon his letter, with a piece of advice, which, if properly attended to, may save him many a sensible mortification. Before Mr. *Impartialis* proceeds further, in the reform of *Naval Gunnery*, I think he would find, his account, in bestowing a portion of his time, upon the *reform* of his *orthography;* for which purpose I beg leave to recommend to him the study of Lindley Murray, or some such accurate philologer. Consider, Mr. Editor, with what an eye of compassion Lord Melville, (if his Lordship honoured Mr. *Impartialis's* letter with a glance) must have observed the home-spun garb, of bad English, in which this reformer's metaphorical compliment to his Lopdship is dressed; which, if one may judge, by the orthography and style, rather appears to be the production of some of our pretty female Novelists, than that of a Naval Officer; for *Impartialis* would seem to insinuate he has that honor, although I much doubt it.

"In *times* of reform such as *this* &c. it *will be* vain &c." !!! why! in the first few words, here we have the singular and plural numbers, the present and future tenses placed in battle array against each other, while, further on, his nouns, and relative pronouns, his verbs and their nominatives, may be seen skirmishing with each other! and yet, such is the stuff, this puny reformer dared to hope, would have a wonderful effect in disposing the enlightened mind of the noble Lord to receive, with complacency, as well his crude hints for the improvement of the service, as his base and vulgar scurrility!!

If Mr. *Impartialis* will finally balance my grammatical strictures with the advantage he may derive from them, he will still find I have a claim to his acknowledgements; although I must confess, I have little hopes of gratitude from such a quarter; gratitude, like an exotic, would languish in the soil of illiberality. One word more, Mr. Editor, before I enter upon the more serious part of *Impartialis's* letter. However grateful to an ingenuous mind, praise may be, from the great and good; from the base and illiberal, like the fleeting breath on a polished mirror, it only serves for a moment to tarnish its object; you perceive, Mr. Editor, *Impartialis* and I are dabblers in *metaphor* as well as *reform.*

I shall now proceed to consider *Impartialis's* merit, as a reformer, and shall afterwards conclude my observations, by exposing his malice.

One might naturally have expected, that whoever should take the liberty of addressing Lord Melville upon a subject of such importance, as a *reform* in any of the branches of the Naval Service, would, at least, endeavour to recommend himself to his Lordship's notice, by judicious reflections upon the evils that have, hitherto, existed in the department he would reform; by considering how far it was expedient, and practicable, to remedy those evils; by taking an enlarged view of the consequences, likely to result from the change he would propose; and, finally, that he would submit some well digested plan for his Lordship's consideration: but, nothing of this kind do we find in our reformer's letter. Two or three weak observations are all the poverty of his invention, (or perhaps rather the badness of his memory) could produce. The respectable names of the gallant Sir Sidney Smith, and Lord Cochrane, (if their opinion be such as *Impartialis* states) have certainly much greater weight than any thing he has offered upon the subject. A plan must be a poor one, indeed, which holds out no one advantage.

That the Service might derive some partial benefit, from gunners possessing a competent knowledge of land fortification, (not from disgracing the Pursers, a strange method of reforming those officers if they stood in need of it!) there can be little doubt, but, it is very problematical, whether it would not be more than counterbalanced by the bad consequences. The impetuous valour which (particularly when Naval war languishes) often hurries our young Naval Captains, impatient for fame, into a spirit of rash enterprise, on shore, would receive an additional stimulant from their having under their command, officers skilled in land fortification. It would be the means of encouraging a predatory system of warfare, which ever tends to raise up a spirit of acrimony between the contending powers, is seldom productive of any real benefit to the state; and is, at all times, disgraceful to a great nation. Few laurels can be added to the brows of our gallant Naval heroes, by what is, emphatically styled in the Navy, *playing* at *soldiers.* Of the means of carrying his *mighty reform* into execution, this *reformer* says little; as he has, however, made no ceremony, of turning the Pursers out of the society of the officers to make way for his *gentlemen gunners;* the old gunners, I suppose, he would put before the mast: for our *reformer* seems nowise scrupulous about the means he would pursue.

I shall now carry my animadversions (Heaven grant me patience!) upon the latter part of *Impartialis's* letter, by which it will appear that, though but a *pigmy* in *reform*, he is a *colossus* in *calumny.*

If we consider the paucity of this *reformer's* observations upon the *professed* subject of his letter; the eagerness with which he opens his unprovoked attack of a body of officers. If we reflect that the portion of paper he has soiled for this purpose, is greater than what he bestows upon his *professed* subject; and that the base insinuations, and invective, in which he indulges, or even the mention of the word Purser, are totally unconnected with, and foreign to his avowed purpose, it is obvious that his paltry plan of *reform*, is a mere cloak to cover the malignities of his intentions: and, yet, this man talks of candour, nay, even opens his letter with the word in his mouth; as cowards, knowing their courage is doubted, are ever ready to talk of it, so is this man of his *candour.* By his use (or rather abuse) of the name, *Impartialis,* he, no doubt, also means, to convey an idea of his candour; but who can see in it any thing, but a stalking horse to malice.

"*I do not mean to reflect upon the fundamental principles of commerce,*" &c. says this driveller; what generous forbearance! only to be equalled by his *candour*; but this fit of generosity, not being natural to him, does not last long; for, immediately, he commences his scurrilous attack upon the body of Pursers, with a degree of virulence, seldom to be met with in a public work. But, here, as he attempts to be logical, let us see if his *logic* will stand the test better than his *orthography.* "*The tradesman has an interest to cheat*"—"*he must have his profit always in view, or he will loose*"—"*the profits of strict honesty are small*" from these premises he infers that he is a cheat, if he means to infer any thing. "*The Purser of a man of war* (*an officer with a highly responsible charge, and the rank of captain in the army*) *is a mere grocer, or tallow chandler*; ergo, he is a tradesman, and as tradesmen are cheats, the natural inference is, that he is a cheat too; admirable logic!! Now, Mr. Editor, as I cannot, for a moment, suppose it was your intention to offer any insult to the feelings of a respectable body of officers, by what unaccountable mistake was such coarse and vulgar abuse presumptuously addressed to the first Lord Commissioner of the Admiralty, permitted to pollute the pages of the NAVAL CHRONICLE? Let any one who wishes to form an accurate idea of the responsibility and extent of a purser's trust,—examine the instructions for the performance of his duty (forming a considerable volume), the numerous and complex accounts he must keep (which would puzzle a better head than our *reformer's*); and then, let him judge how far this respectable body of officers merits the vulgar appellations which this calumniator has bestowed upon it; epithets, which no gentleman who had any pretensions to education, or liberality of sentiment, or who was even in the habit of mixing with good company, would have ever disgraced himself by making use of: and yet, such a man dared to hope that his florid compliment, in bad grammar, his base and vulgar calumny, would so far prejudice the liberal mind of the Noble Lord whom he has presumed to address, as to induce his Lordship, to become the instrument of stripping nearly a thousand Officers, of the rank with which, by his Lordship's own mediation, they have been graciously honoured by their Sovereign, and expelling them from society of officers who, this Baron Munchausen of falsehood, this unpolished calumniator, would dare to insinuate, feel disgraced by their company. With respect to the class in the community to which the body of Pursers may be said to belong, it is well known, among the officers of the Navy at large, to be such, as not to disgrace those officers with whom they associate. It is a fact generally known, (and of which the *calumniator* is probably not ignorant, at least, if he be a naval officer) that the greater part of them have relatives or connections, officers in both services: nor can they, (if they would be so mean) lay claim to *gentility*, on account of their riches; as, with the exception of a few of the senior Pursers, they have no greater pretensions to wealth than any other class of officers: but here again he shewed his cloven foot.

In the last sentence, of his *notable letter* our *reformer* resuming his *candour*, and impartiality observes, "*there are, no doubt, men of strict honesty, and excellent education, Pursers in the Navy.*" To this, I shall content myself with replying, that is a compliment to which *he* does not appear to have any pretensions. I am &c.

P. P. K.

* * *

MR. EDITOR, 14*th February* 1816.

THOUGH silent contempt would be the best mode to treat such a writer as *Impartialis*, whose letter addressed to Lord Melville disgraced the last number of your excellent CHRONICLE, I cannot sit quiet, Mr. Editor, and see a most worthy set of men vilely traduced by a writer who is afraid or ashamed to put his name to his malicious and illiberal letter, without stepping forward in their justification. If *Impartialis* had not so unjustly attacked the tradesmen of our country, the remainder of his communication would not of been worthy the least notice; as his plan respecting the gunners, is by no means new, nor had it escaped observation, and his idea of excluding pursers from the gun-room mess, is too ridiculous to need any comment. I pass by, therefore, the first part of his letter, and proceed to the reason which he gives, why pursers are not worthy to associate with naval lieutenants.

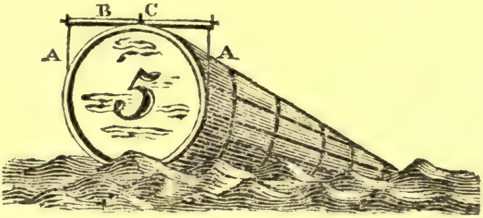
"The tradesman, (he says) has an interest to cheat, his immediate profit must always be in view, and his ideas occupied by his gains or he will lose. His conscience is perpetually on the stretch, and the profits of strict honesty are small. The purser of a man of war is a mere grocer, a tallow chandler. The conclusion is inevitable." In answer to this I will observe, that the tradesman has not an interest to cheat, and that the profits of strict honesty, though small, are sufficient to enable him to maintain a most respectable station in society. Our fleets and armies are principally supported by the taxes resulting from trade. It is the very life-spring of our existence as a nation; the firmest bulwark of Britain: and are the men engaged in it to be despised? To be considered as beings of an inferior order? In general a more liberal, honorable, and honest set of men do not exist, than the tradesmen of England. Their magnanimity and perseverance during the late war, excited the admiration of the world—and contributed in no small degree to our final succes. I know very many tradesmen, and can with safety say that, in general, tradesmen are fit company not only for the officers who compose the gun-room mess, but for the highest ranks either in the navy or army. It is nevertheless most certain, that some naval men consider tradesmen as a set with whom it would be a great degradation to associate, but it is also most certain (and I speak from long experience and observation), that this opinion prevails only among those who from a very low origin, have risen in the service. The word *rank* acts as a magic spell upon them, fascinates their senses, confounds their ideas, feeds that vanity which is the inseparable companion of upstarts, and makes them look with contempt upon all men who are not of their own profession, and with jealousy upon those who are: Gentlemen and men of sense in the navy think and act very differently. Fully alive to the honour of their own profession, they do not the less respect those who employed in commerce, serve their country as honorably and faithfully at home, as our fleets and armies do abroad. Patriotism is a word of very extensive signification, equally applicable to tradesmen as to military men; and it is an ambiguous question, whether those who furnish the supplies, or those who fight our battles, are most worthy the name of patriots.

For the future I would advise *Impartialis* to assume some more appropriate signature. *Illiberalis* might not be amiss. The cloven foot is apparent throughout his letter. Some one purser has affronted him, and he is therefore determined to extirpate them, root and branch, from the gun-room mess. His impotent attempts would most probably have been ridiculed and despised, if he had not thought proper to throw out his malicious, and illiberal sarcasms, against tradesmen. I now take my leave of him, but, as he is most probably a naval man, I shall request those of your readers, who are unacquainted with the navy, not to judge of the profession in general from *Impartialis* "as it would (as he justly observes) be unreasonable to class a community according to the merits of Individuals."

A Vice-Admiral.

SIR, *Hitchin, Herts, Feb. 6th,* 1816.

HAVING frequently noticed that the buoys placed on the different sands between the Nore and the South Foreland have their numbers rendered useless by the accumulation of filth deposited on them by the various sorts of sea-fowl that are in the habit of settling on them, it occurred to me that the following simple contrivance would act as a remedy. On each side of the head of the buoy place two perpendicular spindles, as at A A; their length will depend on the diameter of the head; they are intended to support a third, B, which must pass through a circular tube of copper of about two inches in diameter, so made as to act as a roller. A bird alighting on this roller would, from the motion of the buoy, act as a lever and turn it, and would consequently be obliged to quit it; to give it greater stability, the spindle B might pass through a small piece of copper, as at C, in which case there would be two rollers instead of one, and a small brace or two might be added if thought necessary. Birds alighting within the spindles would do little harm, as any thing left by them would not fall on the centre of the head, where the number is usually placed.



While writing the above, the NAVAL CHRONICLE for January, 1816, reached me. I stated in my last letter I had pretty well made up my mind to discontinue the contest with Albion; nor would his address have prevailed upon me to alter that determination, had I not been assailed by a fresh antagonist, who enters the lists rather warmly, and who throws down the gauntlet so haughtily, that I might pass for a second Commodore R——rs were I not to take some notice of him.

In the few parting words which I shall now address to Albion and his friend U. P. it will be my study to avoid personalities. I have no objection to taking Albion's word that he is an Englishman, and apologizing for my too hasty conclusion that he was an American, at the same time reserving to myself a right of pointing out, at any future period, the bright side of a picture, in opposition to the dark one displayed by any one else.

Upon these terms I have a right to expect that Albion will credit me when I say (however much I may be flattered by his supposition) I never had the honour of serving my country in any way; that I never received a shilling of her money; and that, to the best of my knowledge, I never even saw Mr. Croker, or any one of the L. C. of the Admiralty. A few observations on Albion's letter shall suffice, that I may have the more room to dispose of U. P.

He accuses me of having carried my defence of "men and measures too far," and of attempting to "disguise our losses." He should have named the persons I have defended, or the measures I have applauded. I am not aware in what instance I have attempted to "disguise our losses;" they are subjects too painful for me either to write or think about; had he said that I over-rated our victories, he might, perhaps, have been nearer the truth: all I aimed at was the proving that our ships have been well and gallantly fought, in opposition to those gentlemen whose letters contained more admiration of the exploits of our enemies, than of praise for the heroic, though unsuccessful deeds of our countrymen. The words *amor patriæ* were first used by Albion, he must not, therefore, accuse me of taking it all to myself.

I have now, Mr. Editor, done with Albion, to the end that this paper war may cease, rather than for the want of materials wherewith to proceed, which his letter of the 10th of January will sufficiently prove; and I hope the next time we are at war with America he will have more cause to exult.

As for U. P. he had better let the thing drop, as Albion's position is indefensible, and should he prolong the contest he will only act the same part to his *friend* that Sir William Draper did to the Marquis of Granby; and it is well for him that he has not a Junius to deal with. U. P. ridicules me for my "scanty reasoning," and for "keeping back my weighty arguments and opinions." I do not know what would have become of him if I had produced them, as my scanty weak ones have raised his thermometer to such an height he is quite unable to argue, and is therefore obliged to resort to language unusually warm. Sir J. Reynolds once said, "that nothing so much proves a man to be in the wrong as his condescending to become abusive." Perhaps, Mr. Editor, you remember the fable of the bear watching his master whilst asleep, and who, in endeavouring to strike a fly which had settled on his face, gives him a severe blow; this is brought into my mind by U. P. who, before he has finished one fourth of his letter, whilst attempting to overwhelm me, is, in reality, arguing against Albion. For instance, Albion says of me, &c. &c. "and only carrying his defence of men and manners too far," U. P. says, in contradiction to that, "that I. C. has neither proved, nor *attempted* to prove, that the government was sufficiently active." Surely this is a very *disjointed* attack! I am of opinion U. P. cannot redeem his pledge of proving that "there is more candour than contradiction" in Albion's censure of men and measures the 1st of one month, and then praising them for their energy and assiduity the 1st of the next. How is it possible so great a change could take place under the same administration in so short a time? nor does his opinion seem warranted by any sensible change in the system of carrying on the war. As to my comparison between General Buonaparte's bulletins and Albion's letter, such comparison was certainly consistent; did not the former use the word "all," or the same idea differently expressed, respecting Marshal Blucher's troops in the campaign of 1814, instead of "many?" I never heard, until I read U. P.'s letter, that the American's captured any British men of war in the English channel, and must therefore thank him for the information. My thanks are also due for his informing me that Gen. Pakenham's army deserved to be called *disjointed*, because it assembled from different points. Was Buonaparte's army that invaded Russia ever called disjointed, because composed of French, Italian, German, Spanish, Austrian, Prussian, Polish, and Neapolitan troops? not assembled from the short distances he mentions, but from the banks of the Elbe to those of the Guadalaquiver; certainly not, because they were perfect in "discipline, valour, science, and ample experience in the art of war." Was Lord Wellington's army in Spain ever called disjointed, which was assembled from different points, and composed of men from four different nations? I certainly, therefore, am still of opinion that it is a contradiction to give an army so high a character and then to call it a disjointed one; and I am also of opinion that U. P.'s pledge is not redeemed by his observations hitherto given. What I said of Sir Edward was intended to vindicate him from the aspersion cast on him, that he fought contrary to his better judgment, "that he feared disgrace should he retreat;" and I still say that to retreat is not disgraceful if properly conducted. As to Sir Edward's "*recollections*," I do not know where U. P. acquired them. He (Sir Edward) gained his experience in the art of war from serving under an officer remarkable for not communicating his "recollections" to any one, and I should think it very likely he imbibed some of his great master's opinions upon that as well as other subjects. U. P. then says that my own words convict me of accusing Albion falsely, because I say in one place he cheers the Yankies only, and in another admit his saying "the Admiralty are now assiduous;" the cold and indifferent language used when speaking of the one, compared to the warm panegyrics on the rising strength and unusual vigour of the other, warrant my assertion; and, while the general tenour of his writings, when speaking of our enemy, may certainly be called "cheering," no one will, I am sure, give that appellation to what he says of his own country.

U. P. does not redeem his "pledge" in his observations on the last extract he has made. The tenor of Albion's argument in most of his letters goes to prove that we had *trifled* with our enemy from first to last, and I will therefore appeal to any man in his senses if it is not a contradiction to finish by saying "for assuredly we have now done our *worst*, &c. &c. &c." If U. P. had read my letter more calmly, he would not have fallen into so many errors, and would not have said, after making the above extract, "It would appear, then, that J. C. is actually of this opinion himself;" if it any way appears in my letter that I agree in opinion with Albion, what necessity could there be for his interfering between us, particularly as he thinks "that writer is perfectly able to repel my charges." I hope he has some better title to Albion's friendship than his letter of the 8th January for the old proverb says "a friend in *need* is a friend indeed," and I cannot see what right he has to that title by his thus offering a hand to assist one who, according to his own account, was perfectly able to extricate himself: it is like offering to tow a ship into port that can show more canvas than your own; and I question if Albion sees his letter in the same light that he himself does.

I must confess I am rather puzzled in what class to place U. P. whether naval or military; but I think it is pretty clear he cannot come under the head civil. His attitude appears more intended to frighten than convince, but I can assure him he has done neither; and did not the regulations of your useful work forbid it, I should feel no hesitation in challenging him to a discussion of any topic relevant to either.

I shall now, Mr. Editor, conclude; giving it as my creed, that I think it more becoming in an Englishman to take a pleasure in recording our victories, than to be constantly harping upon the unsuccessful efforts of our arms; or, as Shakspeare says,

> Though it be honest, it is never good
> To bring bad news: Give to a gracious message
> An host of tongues; but let ill tidings tell
> Themselves when they be felt.

I remain, Sir, your humble Servant,

J. C.

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MR. EDITOR, *December* 26, 1815.

THE remarks which were made on circumstances relative to Lieutenant Peshall, having drawn forth the heavy displeasure of one of your correspondents, who seems to have altogether misconstrued my intention, I think it right to explain—that the motive which induced me to note, and afterwards to transmit to you those remarks, was sincerely from the idea that they would be found to contain some events which I conclude were not generally known, and which might tend to throw some additional light on the subject; not presuming to say that they would prove conclusive;—they were given with this and no other intention, and without at all meaning to become a critic on the occasion. I am satisfied that your *impartial* readers saw nothing in the whole communication that could merit so invective a reply as was made to it.

If your correspondent intended, by his *two* letters, that I should regret having touched on the subject, he might have spared himself the pains of applying that *vulgar* adage, "*ne sutor, &c.*" and those censorious epithets of which he has been so profuse—they could have no effect; but the commencement of his letter, dated in August, inasmuch as it regards a respected lady, I sensibly feel; and the more so, as my intention has been taken in a counter light. I am incapable, Mr. Editor, of wounding the feelings of any person, and had I imagined for a moment that the communication which I made would have given the slightest pain to any concerned, I trust they, as well as yourself, will do me the justice to believe, that it never should have appeared.* I am, Sir,

A Reader of the N. C.

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* I beg to refer you to the commencement of my communication in the N. C. for June, 1815, as being consonant with this feeling, and which your correspondent appears to have overlooked.

MR. EDITOR, *Bombay, 30th Dec.* 1814.

I FORWARD to you a list of ships that have foundered in the Indian and China Seas, without leaving any traces to ascertain the manner in which they were lost.

I am, Sir,
Your obedient Servant,
J. A. Pone.

Year.	Ship's Names.	Captain's Names.	Where Lost.
1783	Cato	Sir Hyde Parker	Supposed to have been wrecked on the Maldiva Islands.
1787	Argyleshire	— Fowler	China Seas.
1788	Louisa	— Ross	To the eastward of Luconia.
	Adventure	— Whiteman	
1790	Indus	— Rogers	Between Tellichy and Ceylon.
1791	Foulis	— Blachford	Between Madras and Bencoolen.
1793	Nerbedah	— M'Donald	China Seas.
1794	Prince of Wales	— Henry	Between Batavia and Bombay.
1795	Hassai	— Lightburn	In the Bay of Bengal.
1800	Talbot	— Dempster	China Seas.
1802	Intrepid	— Roper	China Seas. These were two cruizers sent to look after the wreck of the Talbot.
	Comet	— Henry	
1803	Diana	— Joliffe	Bay of Bengal.
1804	Houten	— Rees	China Seas.
1805	William Kennedy	— M'Cauly	Between Madras and the Equator.
1807	Ann	— Churchman	Pacific Ocean.
1809	True Briton	— Bonham	China Seas.
	———	Joseph Harding	Coast of Africa.
1810	Ocean	— Williamson	China Seas.
1811	Varuna	— Douglas	China Seas.

N.B. All the ships lost in the China Seas, with the exception of the Nerbedah, are supposed to have foundered in Tuffoons.

* * *

MR. EDITOR, *January* 5, 1816.

WAS any public-spirited and independent Member to resolve on bringing before Parliament a statement of the neglected claims of those " friendless old commanders and lieutenants of the royal navy, who have been constantly drudging and fighting through the two late arduous wars, cheered occasionally with the false hope of at last attaining the honourable reward to which they had all along looked, as requiting their faithful services; viz.—promotion; I say, was any such Member of Parliament to resolve (after having previously made himself master of the subject), it would be manifest to the whole country, that the unmerited, nay, cruel treatment these injured officers have at length experienced, is alike injurious to the harmony and welfare of our naval service, as destructive of all zeal on the part of those who do not possess what is called "Parliamentary interest,"—whilst it has a direct tendency to render the other, and more favoured part of the service callous and indifferent in the performance of their duty, from their certainty of advancement, whether they exert themselves or not; at the same time I beg to be clearly understood, as not meaning but there are many officers who owe their advancement entirely to their interest, who are nevertheless amongst the brightest ornaments of their profession, for it is undeniable there are many; I am only pointing out the general principle in respect to naval promotion, to what it unquestionably merits—general reprehension. The treatment of the old officers above referred to, reflects, indeed, on the sympathies of the nation: it is alike disgraceful to the national character, and deeply injurious to the reputation of its rules.

John.

SPEECH OF THE PRINCE REGENT ON OPENING THE IMPERIAL PARLIAMENT, FEB. 1, 1815.

"*My Lords and Gentlemen,*

WE are commanded by his Royal Highness the Prince Regent to express to you his deep regret at the continuance of his Majesty's lamented indisposition.

The Prince Regent directs us to acquaint you, that he has had the greatest satisfaction in calling you together, under circumstances which enable him to announce to you the restoration of peace throughout Europe.

The splendid and decisive successes obtained by his Majesty's arms, and those of his Allies, had led, at an early period of the campaign, to the re-establishment of the authority of his Most Christian Majesty in the capital of his dominions; and it has been since that time his Royal Highness's most earnest endeavour to promote such arrangements as appeared to him best calculated to provide for the lasting repose and security of Europe.

In the adjustment of these arrangements it was natural to expect that many difficulties would occur: but the Prince Regent trusts it will be found that, by moderation and firmness, they have been effectually surmounted.

To the intimate union which has happily subsisted between the Allied Powers, the Nations of the Continent have twice owed their deliverance. His Royal Highness has no doubt that you will be sensible of the great importance of maintaining in its full force that alliance, from which so many advantages have already been derived, and which affords the best prospect of the continuance of peace.

The Prince Regent has directed copies of the several treaties and conventions which have been concluded to be laid before you.

The extraordinary situation in which the Powers of Europe have been placed, from the circumstances which have attended the French Revolution, and more especially in consequence of the events of last year, has induced the

Allies to adopt precaution ary measures, which they consider as indispensably necessary for the general security.

As his Royal Highness has concurred in these measures, from a full conviction of their justice and sound policy, he relies confidently on your co-operation in such proceedings as may be necessary for carrying them into effect.

Gentlemen of the House of Commons,

The Prince Regent has directed the estimates for the present year to be laid before you.

His Royal Highness is happy to inform you, that the manufactures, commerce, and revenue of the United Kingdom are in a flourishing condition.

The great exertions which you enabled him to make in the course of the last year, afforded the means of bringing the contest in which we were engaged to so glorious and speedy a termination.

The Prince Regent laments the heavy pressure upon the country which such exertions could not fail to produce; and his Royal Highness has commanded us to assure you, that you may rely on every disposition on his part, to concur in such measures of economy, as may be found consistent with the security of the country, and with that station which we occupy in Europe.

My Lords and Gentlemen,

The negociations which the Prince Regent announced to you, at the end of the last Session of Parliament, as being in progress, with a view to a commercial arrangement between this country and the United States of America, have been brought to a satisfactory issue. His Royal Highness has given orders that a copy of the treaty which has been concluded shall be laid before you, and he confidently trusts that the stipulations of it will prove advantageous to the interests of both countries, and cement the good understanding which so happily subsists between them.

The Prince Regent has commanded us to inform you, that the hostilities in which we have been involved in the Island of Ceylon, and on the Continent of India, have been attended with decisive success.

Those in Ceylon have terminated in an arrangement highly honourable to the British character, and which cannot fail to augment the security and internal prosperity of that valuable possession.

The operations in India have led to an armistice, which gives reason to hope that a peace may have been concluded on terms advantageous to our interests in that part of the world.

At the close of a contest so extensive and momentous as that in which we have been so long engaged in Europe, and which has exalted the character and military renown of the British Nation beyond all former example, the Prince Regent cannot but feel, that under Providence he is indebted for the success which has attended his exertions, to the wisdom and firmness of Parliament, and to the perseverance and public spirit of his Majesty's people.

It will be the Prince Regent's constant endeavour to maintain, by the justice and moderation of his conduct, the high character which this country has acquired amongst the nations of the world; and his Royal Highness has directed us to express his sincere and earnest hope, that the same union amongst ourselves, which has enabled us to surmount so many dangers, and has brought this eventful struggle to so auspicious an issue, may now animate us in peace, and induce us cordially to co-operate in all those measures which may best manifest our gratitude for the Divine Protection, and most effectually promote the prosperity and happiness of our country.

PLATE CCCCLIV.

The Bathing-place, Teignmouth, Devonshire.

FOR an illustration of the annexed plate*, we avail ourselves of that excellent little register of topographical information, published by Sir RICHARD PHILLIPS, under the title of "A Guide to all the Watering and Sea-bathing places," &c.

Teignmouth, in Devonshire, derives its name from its situation at the efflux of the Teign, by whose æstuary it is separated from Shaldon, another bathing-place of modern date, which will be noticed in the sequel.

Teignmouth, distant 187 miles from London, and 12 from Exeter, is noticed in the chronicles of ancient times. Here the Danes, who were sent to reconnoitre the coasts of Britain, landed about the year 800, and having defeated the natives, spread their ravages into the interior of this country. In later times it was plundered and partly burnt by the French; but, Phœnix-like, it rose with superior beauty from its ashes. As a memorial of this disaster, one of the streets has the name of French-street. It is divided into two parishes, east and west Teignmouth, separated from each other by a rivulet called the Tame. From the north and north-east winds it is sheltered by rising hills, near the foot of which stands the pleasant village of Shaldon in front, and the wide expanse of ocean on the east.

West Teignmouth formerly had, by charter, a market on Sundays, which continued to the time of Henry III. when this irreligious practice was forcibly put down by the sheriff's possé. There is still, however, a market every Saturday, for poultry, butcher's meat, fish of various kinds, butter, vegetables, and fruits. By an excellent local regulation, the inhabitants are allowed to supply themselves with fish, before any is sold to the dealers. Salmon, salmon-peal, sea-trout, whiting, mackarel, and other kinds of choice fish, are caught here in abundance.

The church at West Teignmouth, standing near the centre of the town, is built in the form of a cross; its roof is curiously supported by the ramfications of a wooden pillar, running up the middle. Here are several neat monuments. The whole interior is commodiously fitted up. This church is appendant on the living of Bishop's Teignton.

East Teignmouth. This is now the grand resort of company, as the best lodgings are situated in this quarter, which may be hired, furnished or unfurnished, at the option of the renter.

The public rooms is a neat brick building, containing tea, coffee, assembly, and billiard-rooms. A ball is held here every fortnight or three weeks, sometimes oftener, according to the wishes of the company.

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* Engraved from a Drawing by R. Speare, Esq. to whom the NAVAL CHRONICLE has been indebted for the following valuable graphic communications;

1st. View of FORT VILLEGAGNON in the harbour of Rio de Janeiro, Vol. xxix p. 132.

2nd. View of CHACRA BRAGANZA, a Royal domain on the Rio de Janeiro, Vol. xxx. p. 49.

3d. View of CAGLIARI SARDINIA, Vol. xxxi. p. 476.

4th. View of QUARRANTINE ISLAND, Port Mahon, Vol. xxxii. p. 136.

5th. Action between H.B.M.S. VINCEJO, John Wesley Wright, Esq. Commander and a numerous French Flotilla off Quiberon, on the coast of France, Vol. xxxiv. p. 485.

6th. The BATHING-PLACE at Teignmouth, in Devonshire, the present Volume p. 136.

This gentleman is now no more! We have the melancholy task of recording in the present number of our CHRONICLE his death, and in his death the loss to society of one of its most worthy members, at an age when his virtues and his talents where in their full powers of action, and the exercise of them repaid by the respect and esteem of all who knew him—*Vide* page 173.

The theatre, built on a spot of ground given by Lord Courtenay, is fully adequate to the purpose for which it is intended. It will no doubt improve with the encouragement the manager receives.

The bathing machines are sufficiently commodious and well attended. The beach, composed of velvet sands, with occasional layers of small pebbles, gradually slopes to the sea, which is generally clear and clean, and sheltered from all, except the east winds.

East Teignmouth Church stands near the beach. It is a venerable and attractive pile, and bears marks of Saxon, or at least very early Norman, architecture, as may be inferred from the round tower. Connected with the square one, the narrow windows with semicircular arches, and the corbels, or heads of men and animals, placed as ornamental supports to the parapet. The inside, however, is dark and inconvenient. It is an appendage to the living of Dawlish, as West Teignmouth is to Bishop's Teignton. These two incumbents nominate the minister, who serves the parishes alternately.

The prosperity of Teignmouth in a great measure depends on its summer visitors. Its chief commerce consists in the exportation of pipe or potter's clay to Staffordshire, Liverpool, and other places. It has likewise some trade to Newfoundland. The vessels employed in carrying commodities are built here.

The "Walk," as it is called by way of eminence, leads from the Rooms towards the south, over a low flat between hills, called the Den, a track of fine sand, interspersed with patches of grass, which in dry weather assume a similar hue. For the accommodation of walkers, seats are placed in the most favorable situations for enjoying views of the sea, the cliffs, the range of the coast, and many interesting objects.

Among the scenes which will attract the attention of strangers, sein-drawing may be particularized. It is performed by women, in appropriate dresses, and the picture of hope, with the shade of disappointment, which they exhibit as the centre of the net approaches the shore, as they expect a full or empty haul, would furnish an excellent subject for the pencil. The whole shore, indeed, presents an animated and busy scene.

Another walk leads to the westward of the town, by the grove near Bitton and the banks of the river, which at the recession of the tide admits of a return on the sands.

From East Teignmouth Church a third road, much frequented, leads towards Dawlish under the beetling cliffs, where the contemplative will delight to stray,

> And list with pleasing dread, to the deep roar
> Of the wide weltering waves.

From these cliffs, and the hill in general, which backs the town, are many charming views of land and water.

⁂ East of Dartmouth the coast of Devon forms a great bay, bounded on the E. by the peninsula of Portland. We have no name for this curve, which the French denominate the bay of Exeter. Near its western extremity is Tor-bay, limited on the W. by Berry-head, a steep lofty promontory and on the E. by Bob's, or Hope's, Nose. This latter being the nearest head-land to Teignmouth that is interesting to mariners, it may be proper to record in this place, that its geographical site is 50° 27′ 48.5″ N. 3° 26′ 43.1″ W. Off Bob's-nose, which is visible from Teignmouth beach, are four islets called New-stone, Shag-stone, Load-stone, and Thatcher. From hence to Teignmouth, the shore is composed of lime-stone cliffs with many caverns and fissures.—(Hydr. 𝔐. ℭ.)

HEALTH OF THE NAVY.

IN laying before our readers the following letters on a very important subject, we cannot abstain from offering a few remarks. The anxiety of Dr. Harness on a point so highly honourable to him, as the introduction of a system alluded to in these documents,—a system which has been the source of so much comfort, and, we may add, of so much glory to the British Navy,—is too natural and commendable to require comment.—In an age wherein the philosophical application of long known but unappropriated truths to the amelioration of humanity has raised many individuals to eminence, this discovery of Dr. Harness entitles him to take rank among that number, as a distinguised benefactor of his fellow creatures.

We cannot, therefore, but join in the regret expressed that Sir G. Blane omitted to record in his publication, a due testimony of the merits of this most beneficial work. To say that lemons, or lemon-juice, were employed in the navy, a hundred years ago, detracts nothing from the service rendered to his country by Dr. Harness in 1793, when proceeding on his own experience, and generalising and applying in a manner entirely new, the chemical reasoning stated in his letter to Lord Melville, he introduced into the navy that process which has since so mainly contributed to the health of the men and effectiveness of their belligerent operations.—Sailors might suck lemons in 1600—so had milk-maids, in dairy-countries, the cow-pock at that æra. But who goes about to deny Dr. Jenner the mighty merit of having discovered that immortal secret which, though it lay on the surface, was yet so long hid from the eyes of mankind—the practice of vaccination as a preventive of small-pox. On precisely similar grounds does Doctor Harness stand with respect to the application of citric acid, and equally does he deserve the gratitude of his country.—We proceed to lay his letters before our readers.

To Sir GILBERT BLANE, Bart. M. D.

SIR, *January* 10, 1816.

I have perused your pamphlet "On the Health of the Navy," with considerable interest, and great attention; and you must allow me to say, that it is with no small surprise, I perceived that in your "Historical Sketch of the known powers, and use of the Citric acid in his Majesty's Navy, as a remedy and *preventive for the scurvy*, and of the circumstances which led to its having been issued by government as a general supply"—you have entirely omitted to mention the use made of it, and with what beneficial effects it was used by myself, when I was physician to his majesty's fleet in the Mediterranean in the year 1793, then under the command of Admiral Lord Hood, for the use of which, at my express suggestion, a very liberal and general supply was issued, and the same system, with the same salutary effects, was continued under successive commands of Admirals Lord Hotham, Sir Hyde Parker, and Lord St. Vincent. I cannot, I say, but express my surprise at this remarkable omission; because, from your official situation at that time, being member of the board of sick-and-wounded, you could not be ignorant of this fact: the many bills drawn by the respective commanders on the commissioners of that board for lemons issued to the crews, afforded ample proof of the large use that had been made of this valuable specific, and of your knowledge of that practice. Yet you say, "that in the year 1600, Commodore Lancaster sailed from England on the 2d of April, with three other ships. They arrived in Saldanha Bay on the 1st of August, the commodore's crew being in perfect health from the administration of three table spoonsful of lemon-juice every morning to each of the men: whereas, the other ships were so sickly, that they were unmanageable for want of hands, and the commander was obliged to send men on board to take in their sails and hoist out their boat."

This question, you say, is taken from Purchas's Pilgrim, Vol. I. p. 149, a work I have never seen; but, as you remark, "is a striking example of the difficulties, and delays, which obstruct and retard the progress and adoption of practical truth."

In addition, Sir, to this certain proof above-mentioned of your knowledge of my claim to the introduction of the use of the citric acid into the fleet, permit me to remind *you* of what I never can *forget*; that when, upon my return from the Mediterranean in 1799, I waited upon the board, of which you was then a member at Somerset-House, and the chairman (D. Blair) expressed his surprise to me, that so great an expense should have been incurred for fruits and vegetables: I replied, that without such supply, the fleet would have been non-effective. The experiment which you state to have been so successfully made in his Majesty's ship Suffolk in 1794, in consequence of which, upon the report of the medical board, the general supply of lemons was issued to the navy, was nearly ten months after lemons had been prescribed by me as physician to the fleet, and with what success, if other proofs were wanting, may appear from the following certificate of the venerable Lord Hood, of whose patronage and friendship to have been thought deserving, will always be amongst the greatest satisfactions of my life.

"I do hereby certify, that in the summer of 1793, when his Majesty's fleet in the Mediterranean, under my command, was greatly afflicted with scurvy, Dr. John Harness, the physician to the fleet, very strongly recommended to me the use of lemon juice as a *cure* and *preventive* of it, in consequence of which, I ordered the respective ships to be *constantly supplied* with lemons, and was happy to find, that within six months the disorder was effectually eradicated, and the crews of his Majesty's fleet perfectly healthy.

"Given under my hand, at Bath, November 3, 1815.

Hood."

When Sir John Jervis, now Lord St. Vincent, in November 1795, succeeded to the command of the fleet, finding the ships' companies were enabled to keep almost constantly at sea, he complimented me by saying, that he considered my introduction of the general and liberal supply of lemons to the crews, as the greatest thing ever done for the preservation of the health of our seamen. And in a letter, which in Clark's Life of Lord Nelson, Vol. I. page 339, we find addressed by Lord St. Vincent to the Hon. R. Walpole, the British Minister at Lisbon, dated 21st December, 1796, he mentions "The British fleet having kept the sea longer than was ever experienced in the Naval History of Europe."

I will mention but one testimony more, not inferior to any I have yet brought forward. That of Lord Nelson, who, as appears from Clarke's History of his Life, Vol. I. page 211, writes thus to Captain Locker, dated off Minorca, June 18th, 1795: "upon the whole, we are more comfortable than the home fleet? and our people are very healthy. *The scurvy is not known.*" And were it not that it might have an air of vanity, I could record what that great man said to me, in the warmth of his heart, upon this very subject, when he took leave of me, on going for the last time on his great command.

These facts, and these testimonies, are strong and cogent; and I think it due to myself to recall them to your mind, in vindication of the statement I have made in my printed Letter addressed to Lord Melville, on the great benefits experienced by his Majesty's fleet, from the introduction of the "citric acid" by me, as a *preventive* of scurvy. I shall be acquitted, I trust, by all who know me, of any view to sordid interest, at any period, or under any circumstances of my life; but I cannot be indifferent to fair fame while I live, or posthumous reputation. Therefore it is, that in thus publickly addressing you, I make my appeal to facts, which I trust you will have the candour to acknowledge to be incontrovertible; and that the claims which I have made in my pamphlet to the introduction of the use of "citric acid" into his Majesty's navy, having truth for its basis, stands upon a solid and sound foundation.

I am, Sir, Your obedient, humble Servant,

John Harness, M.D.

Medical Commissioner of his Majesty's Navy.

A Letter to the Right Hon. LORD MELVILLE, *First Lord of the Admiralty, &c. &c. on the Use of Citric Acid in the Royal Navy—By* JOHN HARNESS, M. D. *Medical Commissioner of his Majesty's Navy.*

"MY LORD,

In addressing your Lordship, as the head of the department of Government to which the immediate superintendance of every object connected with the naval branch of the public service has been confided, I feel assured of your attention to the following observations; for I believe it will be generally acknowledged, that few objects are of higher interest to a maritime state than the means of preserving the health of its seamen. From the nature of their diet, the necessity for crowding numbers into a confined space, and other adventitious circumstances of a sea life, are peculiarly liable to disease; and it is painful to contemplate the ravages by which, at different periods of our naval history, the crews of our ships of war have been wasted, and our best planned enterprises made of no avail, by this fatal and once common cause of failure. In the catalogue of disorders, by which our ships have at all times been converted into floating hospitals, none was ever more direful in its effects, or more extensive in its mischief, than the scurvy.

"When I first entered the service, in 1776, this dreadful disease was generally prevalent in our fleets, and my attention was early directed to the means of opposing its ravages with effect.—I had the opportunity, about this time, while assistant-surgeon in the naval hospital at Antigua, of remarking the diseases of the inhabitants of the Island; and, on applying myself, on my return to England, to the study of Dr. Priestley's, and the Hon. Mr. Cavendish's philosophical experiments on air, it occured to me, that the thickening of the ligaments and integuments of the joints of the hands and feet, symptoms almost universal among the European inhabitants of the West Indies, and frequently in so great a degree as to produce a perfect anchilosis of those parts, were results of a superoxygenated system, and originated in their indulgence in the use of lime or lemon juice, with which their common beverage was ever highly acidulated. Contrasting, therefore, these effects with the opposite symptoms of complaints of a putrescent nature, incident to seamen, I was led to the interference, that their diseases were induced by the inspiration of air deprived of its vivifying principle, the debilitating effects of which can be vouched by every person, who may have visited or inhabited the between-decks of a man of war. Every practitioner of observation is aware that the blood of patients, confined to the inhalation of air deprived of its proper proportion of oxygen, is of a dark grumous appearance, of a quality not possessing the power of imparting the necessary continuity either to the soft or most solid parts of our frame, and, consequently, incapable of affording due nutriment to the general system. Hence, with patients labouring under this scorbutic diathesis, I have found it necessary, in my practice as a naval surgeon, to perform a second operation on their limbs; the coats of the arteries being nearly in a gelatinous state, and incapable of sustaining the pressure of a ligature: a fact which, although I do not recollect to have seen it noticed by any author who has written on the scurvy, must doubtless have frequently occurred to the observation of many naval practitioners besides myself. It became a *desideratum*, therefore, to discover the means of counteracting this tendency to putrescency, and these, from the observations before stated, I had not a doubt would be found in the liberal use of citric acid.

"On the breaking out of the late war, in 1793, I accompanied my Lord Hood to the Mediterranean, as physician to the fleet; and scarcely had our operations commenced, by the blockade of Toulon, before the Scurvy made its appearance, and threatened, by its rapid effects on the crews of a newly manned fleet, to compel the abandonment of this important measure. At this juncture I had the opportunity of ascertaining, practically, the advantage of my theory. Lemons were, at my request, copiously issued to the ships' companies of the fleet; and the incipient disease, which had been the cause of so much just alarm, at once disappeared. This was in the summer of 1793. The issue of lemon juice, sanctioned by this successful result, has, from this period, become progressively general; and, from the year 1796, it has been regularly supplied, by the sick and wounded Board, to all our ships. Of this Board I was appointed a Commissioner in January 1800, and when the superintendance of the Medical Department was transfered, in January 1806, to the Transport Board, I had the honour to receive the appointment of Medical Commissioner. Towards the close of that, and early in the following year, the expedition was preparing under General Whitelocke, against South America. Influenced by the conviction, that the system, which was operating with so much success in the navy, might be extended to those troops with an equal beneficial result, I suggested to the board, of which I was now a member, that an adequate quantity of lemon juice and sugar should be supplied to the transports, to admit of the soldiers receiving a daily allowance, during the long voyage on which they were about to proceed. My suggestion was adopted, and instructions were given, that the issue of these articles should commence in three weeks from the sailing of the transports. When the length of the voyage, and the number of men embarked, exceeding ten thousand, are taken into consideration, with the state of almost perfect health in which they were disembarked, being nearly to a man fit for immediate service, the effects of the administration of citric acid will appear in a striking point of view. But, perhaps, there is not any one circumstance, which so strongly evinces the benefit of the system, as the re-appearance of scurvy in the few instances in which the issue of lemon juice has, from any cause, been omitted.

"Thus in the year 1807, when, from an erroneous impression that the use of it was unnecessary where fresh meat could be obtained, some of his Majesty's ships did not receive the usual allowance, the result of the omission was a collapsed state of the vessels, paleness of countenance, progressive emaciation, and general debility of the crews. Recently, too, on the American station, the occasional want of a regular supply was attended with equally serious consequences to the health of the fleet, until a sufficient quantity for the use of the ships' companies was obtained.

"The gradual diminution of disease in the navy, as the necessary consequence of the use of lemon juice, aided, unquestionably, by a generally improved system of treatment, is manifested by a statement, which I now give from official returns of the number of seamen discharged to the hospital at different and equal periods of war, ending 1783, 1798, 1805, and 1810.

"An Account shewing the number of seamen and Marines annually voted by parliament in four distinct and equal portions of war, with the number sent to hospital ships on the home stations during those periods, *viz.*

Period.	*Years.*	*Number of Seamen and Marines.*		*About*
		Voted by Parliament.	Sent to Hospitals.	
	1779	70,000	24,226	
	1780	85,000	32,121	
First	1781	90,000	23,812	
	1782	100,000	22,909	
	1783	110,000	13,577	
		355,000	116,645	1 in 4

Period.	*Years.*	*Number of Seamen and Marines.*		*About*
		Voted by Parliament.	Sent to Hospitals.	
Second	1794	85,000	19,248	
	1795	100,000	20,579	
	1796	110,000	16,860	
	1797	120,000	20,544	
	1798	120,000	15,713	
		535,000	92,944	1 in 6
Third	1799	120,000	14,608	
	1800	111,538	17,747	
	1801	131,538	15,082	
	1804	100,000	7,650	
	1805	120,000	8,083	
		583,076	63,170	1 in 9
Fourth	1806	120,000	7,662	
	1807	130,000	6,535	
	1808	130,000	7,630	
	1809	130,000	7,971	
	1810	145,000	9,965	
		655,000	39,763	1 in 16½

"The result is most satisfactory, and establishes beyond a doubt, that our ships' companies are become more healthy than the same number of men would be on shore; and, in dwelling on this important fact, let it be remembered, that it is in evidence before the House of Commons, that, in the seven years war, ending in 1762, no less a number of seamen than 130,000 had died of disease, and that the complaints of two-thirds of those arose from putrescency; whereas now, the scurvy may be said to exist only in the painful recollections of those, who were once witnesses of its fatal devastation. It is not too much, therefore, to assume, that, by the introduction of a system, to which, I trust, it is not presumption in me to assert, I have been mainly instrumental, thousands of valuable lives, and an incalculable expense of money, have been saved to the country; and, in proportion to the success, which has made our naval power paramount, has in a great measure depended on the ability of our fleets to keep the sea for a duration of time, which was heretofore considered as impossible, the measures by which this has been rendered practicable assume a character of even higher importance, than if viewed simply with reference to the value of the lives which have been saved to the State.

"I must acknowledge, my lord, that, in pressing this subject on your lordship's notice, my chief motive has been to make known the part I have taken in introducing a system of which the benefits have been so many and so important. Whether it may be thought such as to merit the reward of my country is not, of course, for me to anticipate; but I cannot, in any case, forego that reward, which I must highly prize, the consciousness of having been a chief instrument, under Providence, of rescuing numbers of the most useful members of the state from the effects of a disease, of which the ravages were heretofore so extensively fatal.

"I have the honour to be, my Lord,

"Your Lordship's most obedient humble servant,

John Harness, M.D.

Medical Commissioner of his Majesty's Navy."

The following extracts of official correspondence, with Lord Gardner, proves most satisfactorily what Dr. Harness has advanced in his letter on citric acid, addressed to Lord Melville.

Lord Gardner, one of the Lords of the Admiralty, being appointed to a distant command, wrote to the Sick-and-wounded Board, on the 4th of December, 1793.

"As lemons are, I believe, deservedly acknowledged to be the best anti-scorbutic, and being carefully packed, will contain their good qualities for several months, I must beg leave to suggest to you, whether a few chests of lemons to each ship, may not be productive of very great benefit to the crews of the respective ships."

"On the 13th of December, 1793, the commissioners of the sick and wounded, recommended to the Lords of the Admiralty, the putting a few chests of lemons, or a quantity of lemon juice prepared for keeping, on board the ships of the squadron, as an anti-scorbutic for the use of the ships' companies." And wrote on the same day to Lord Gardner, to inform him, "that they had submitted his request to the consideration of the Lords Commissioners of the Admiralty.

And upon the 23d of December, 1793, the Commissioners informed Lord Gardner of their Lordships approval of the supply, and request to be informed the number of men that would be under his command.

To the above, his Lordship replied on the following day, concluding his letter with the following remarkable observation:—

"I am of opinion, if upon trial, lemon-juice and sugar should be found to answer the good purposes intended; and it should become an article of seamen's diet, that the Victualing Board will be directed in future to provide an additional quantity of sugar for the purpose, which you have recommended."

This supply of lemon-juice was prepared, but, Lord Gardner not going out, as was intended, it was in April 1794, sent on board his Majesty's ship Suffolk, as an experiment (as described by Dr. Blanc,) with directions to the surgeon to report on its efficacy.

This was ten months after lemons had been prescribed by Dr. Harness, to the Mediterranean fleet, so that there can be no question of priority in this case; and Dr. Harness must remain in possession of the merit which he has publicly claimed in consequence of the extraordinary omission in Sir G. Blane's publication.

HYDROGRAPHY, PILOTAGE, &c.

AFRIC.

NIGER.

The Journal of a Mission to the Interior of Africa, in the Year 1805.
By MUNGO PARK, &c.

[Concluded from page 64.]

THE length to which this dissertation has been unexpectedly and unavoidably protracted, by the accession of fresh information, since the subject was taken in hand last October, renders it requisite for the HYDROGRAPHER to refer the reader to the heads of what has been recorded in the four preceding sections of *Hydrography*, treating of the river Niger, *seriatim.*

In the last volume (xxxiv, p. 289), the subject is first introduced, under the head of "*Nautical Anecdotes and Selections,*" by an article entituled, "African mission of discovery," giving a mere outline of the then projected expeditions of Captains TUCKEY and Sir J. YEO, to the coast of Afric.

At page 317 of the same volume, the subject is resumed methodically, by a copious extract from "*The Journal of a Mission to the Interior of Africa, in the Year* 1805, *by* MUNGO PARK."

The same is continued at page 409; and followed at page 416 and 497, by quotation from TUCKEY's *Maritime Geography*, descriptive of the western coast of Afric. The opinions of the critics who discuss the subject of African potamography in the *Quarterly Review*, are then produced at page 498. This criticism is carried on at page 57 of the present volume; succeeded at page 60 by a transcript of such parts of the recently published *Addenda* to PARK's *Journal*, as are relevant to the investigation in question. This conducts the reader and the Hydrographer to that intended exposition of individual sentiment on the problem of the Niger, which has been alluded to at page 498 of the foregoing volume; as also of the minor and practical details of the joint-expeditions now on foot.

The Niger has its source in the same mountains as the Senegal, and nearly in the same parallel as the Nile (about 11° W.); hence then these rivers coincide in the period of their respective rise and fall; the former beginning in June, and the latter in October.* The Zair, on the contrary, begins to rise in October, and is at its height in February; the difference of level between the extremes being but nine feet.

With respect to the rise of the Zair, Mr. PARK observes, that 'its annual flood commences before any rains have fallen south of the equator, and agree exactly with the flood of the Niger, calculating the water to have flowed from Bambarra at the rate of three miles per hour.'

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* PARK, in his first journey, observed, that the Niger had risen above its banks at Sillé, the 30th of July, and in his second journey, he remarks, that it had fallen two inches at Sansanding, on the 8th of October.

On the constant fulness and vast volume of the Zair, the same traveller says, 'If it derived its waters *entirely* from the south of the mountains which are supposed to form the belt of Africa,* we would naturally suppose, that when the rains were confined to the north side of the mountains, the Congo would be *greatly diminished in size*, and that its waters would become pure; on the contrary, its waters are at all seasons muddy, the breadth of the river when lowest is one mile, its depth 50 fathoms, and its velocity five miles per hour.'

Such are the facts on which the supposed identity of the Niger and Zair are founded; but which we conceive by no means authorise such a conclusion. In the first place, we must observe, that the lowest state of the Zair *is* precisely during the period when the rains are confined to the northern tropic; namely, between May and September; and, secondly, that its flooding does not commence until after the Niger has began to subside; and hence, even adopting Mr. PARK's calculation, it is evident that the floods in the two rivers *do not* correspond; for supposing the distance from Bambarra to the mouth of the Congo to be 4000 miles, and the stream to be three miles an hour, it ought to reach the latter river in 55 days, instead of upwards of 100, which is the real difference of commencement of the floods in the two rivers.

The Niger, according to the information received by Mr. PARK from his 'travelled' guide, after passing Kashna, turns to the south; hence it is to be inferred, that to this place, the direction of the river is, as marked in the maps, nearly due east, between the parallels of 11° and 17° W.; but between these parallels, quite across Afric,† the rainy season is from May or June to

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* The existence of a central chain of mountains crossing Africa east and west, is to a certain extent merely hypothetical, and it seems certain that a ridge diverges to the east under the name of Kong, from the system in which the Senegal and Niger have their sources, and from the southern side of this ridge descend the Rio Volta and other rivers, but there is no authority for the continuity of this ridge to a junction with the mountains of the moon south of Darfur. On the contrary, it may be assumed, that, instead of a chain of lofty snow topped mountains south of Darfur, there exists a region of burning sand, for it is observed, that in that country, south winds are *hot dry and loaded with dust*. If the mountains of the Moon therefore exist, they more probably diverge to the south and terminate in the west coast, at the high land of Camerons. Other circumstances corroborate the idea of a practicable country in a northern directiom from the angle of the gulph of Guinea, particularly the great distance from which slaves are brought to Benin, those of Ibbo being seven months on their journey, through a country of forests and marshes; and BARROS tells us, that in the 16th century the King of Benin was tributary to the Sovereign of Ganah on the Niger, which if admitted as fact is the strongest proof of the Niger emptying itself into the Gulf of Guinea.

† The rains commence in Senegambia in May, and end in September; and BROWN observes, that they commence at Darfur the middle of June, and end the middle of September, exactly coinciding with the rise and fall of the Nile, a fact worthy of notice, as it proves the progress of the flood in that river to be much more rapid, than the allowance made by PARK in the Niger.

October; and hence we must conclude, that the rise of the Niger takes place at the same time throughout this extent of its course, by reason of the simultaneous flooding of its tributary streams; and therefore, instead of calculating the progress of the flood from Bambarra, which will render the retardation of the flood in the Congo still more enormous and unaccountable. Mr MAXWELL aware of the force of this objection, endeavours to obviate it by the suppsoing 17 or 18 lakes in the course of the Niger; but even admitting the existence of so many lakes, and all between Kashna and the Congo, they would by no means account for the retardation of the flood in the latter.

The conclusion we would draw from this reasoning is, that the Zair is an independent river, drawing *some* of its waters from the southern side of the mountain of the Moon in the vicinity of the equator, but having its main sources far towards the southern tropic in the western side of the chain named Lupata, or the Spine of the World.

Admitting this hypothesis, we conceive the phenomena of the Zair may be thus satisfactorily accounted for. The sun in crossing the equator produces a rainy season in its vicinity in September and October, which will flood the northern sources of the Zair, while the rainy season accompanying the sun does not commence near the southern tropic until December, and lasts till February or March; hence the southern sources of the river will be swollen in these months, and thus a nearly stationary flood will be produced in the main river for six months.

The small diminution of the Zair during the season from April to October, when no rains probably fall in the limits we would assign to its course, may be accounted for on the received opinion that the mountains of Lupata are capped with perpetual snow, whose fusion affords a constant supply of water. In corroboration of this hypothesis we may notice the observation of Dr. COWAN, that all the streams in the country of Barraloos (which evidently descend from the western side of the Lupata chain) run to the west and N. W. but it being well ascertained that no river or stream of fresh water is found on the west coast, between the Orange river and Cape Negro, it necessarily follows, that the determination of all the waters of this chain must be towards the region in which we suppose the Zair to have its main course.

The vague observations of the Portuguese missioners and travellers respecting the sources of the Congo affording no data to reason from, we shall only observe, that the "Great Lake" mentioned by them,* may as well be the Maravi on the west side of the Lupata chain, as one near the sources of the Nile.

The inordinate length of this article on African potamography, as has already been noticed, renders it incumbent on the HYDROGRAPHER to conclude it, in order to bring forward a variety of valuable information concerning other quarters of the globe, which have long been waiting their turn for insertion in the Naval Chronicle. We must therefore be very brief in our notice of the preparations which have been for some time making in this country for the two simultaneous expeditions to discover the real course of the principal rivers in Afric. Those equipments carrying on at Deptford dock-yard are drawing to a conclusion: but the following account seems to throw some shade of doubt upon their immediate practical success:—

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* BARROS says, "the King of Congo received an account of the rebellion of the Mundequetes, a people who inhabited certain islands in a great lake, out of which flows the river Zair." Were we inclined to lay any weight to the etymology of proper names, we might find many with similar sounds to that of Mundiquetes, in the tropical region of southern Africa, while with the exception of the Mandingoes, we do not find one to the north of the equator.

"A trial has been made of the Congo steam-boat, in order to ascertain its fitness or unfitness to make part of the expedition now about to proceed to the river from which this boat takes its name. An experiment made last week had caused it to be much doubted. The Congo dropped down from Deptford to Blackwall reach, when it was found that instead of drawing but four feet of water, and going from nine to ten knots an hour, as had been expected, she drew five feet, and did not make more than three miles and a half in the hour, carrying her masts and sails. From this failure, we understand the project of sending out the Congo with the steam-engine in her was considered to have been abandoned. It was said that the lauch of a ship of war would be taken instead, or that the Congo would go out without the engine: but we learn, that the Admiralty, resolved to spare no expense to make the expedition as complete as its object is interesting, has authorised Captain TUCKEY to take any vessel in the King's service that might seem best calculated to accomplish the object in view, or to purchase any one out of it that should be preferred.

"But although the opinion of those most competent to decide on nautical questions was, from the late experience generally given against the Congo, it was thought desirable that a new trial should be made of its powers, and yesterday was the day fixed upon for that purpose. The morning proved favorable and by eleven o'clock the Port-Admiral, Sir HOME POPHAM, Sir EDWARD TUCKER, Captain TUCKEY, and several other naval officers, assembled on board the Congo to witness the experiment, her other officers and hands having been brought from the Thorn frigate (where they are at present,) to assist on this occasion.—The steam-boat, lightened of her lockers, masts, and rigging, made her way much better on this than on the former day. She drew from four feet three to four feet six inches of water, and went for the most part at the rate of five miles and a half in the hour. She started from off Deptford dock-yard, at a few minutes after twelve o'clock, against tide, and proceeded at the rate above-mentioned, up to Limehouse-reach, when she turned, and came down with the stream. She again ascended, and it was now proposed, that they "should carry her up to the Admiralty at once," as it was supposed at low water means might be found to get her through the bridge. The funnel, however, which conveys the smoke from the fuel consumed to work the steam-engine, presented an obstacle to this, and the design was abandoned. The vessel continued to manœuvre between Greenwich and Limehouse, till between three and four o'clock in the afternoon. During this time, the paddles of the wheels by which it is worked were moved repeatedly, but the progress of the vessel was never more rapid than above described.—Though the Congo went much better yesterday than before, the experiment served but to confirm the apprehensions previously entertained. Since it is proved that her masts, rigging, &c. removed, she will not draw less than four feet three inches of water, nor go more than five miles and a half in an hour, it follows, that carrying what she must carry, when transported to Afric (for it is not to be supposed she can proceed *empty*, to accomplish the ultimate objects of the expedition), her draught cannot be sufficiently small, nor her velocity sufficiently great, to answer the purpose for which she was constructed. The steam engine is spoken of in terms of the most unqualified approbation, and the vessel steers remarkably well; but it has been built so strong, that it is not so light as could be wished, and it is codsidered to be too narrow, which circumstance is held to add materially to its draught. Sir Home Popham, we understand, is of opinion the vessel cannot be employed with advantage on the service in question, but Captain Tuckey still has hopes that her defects may be in part obviated, and that she will yet contribute materially to the success of the undertaking. (*Pilot*, 25 January.)"

Some natives of that part of Afric, after which the vessel to be employed is appropriately named, have volunteered their services, and, it is highly probable, will prove of great advantage. One represents himself as born more than 300 miles up the Congo, at a village on the banks of that river; and another as still farther up. They speak the native language with fluency, as also English, and it is said have given some valuable information of the several kingdoms through which they must pass.

While this maritime expedition is to ascend the Niger, under its supposed synonym Congo, the terrestrial mission is to proceed in the first instance by following the track of Park, as far as the spot where that traveller terminated his career, and thence explore its way to meet the navigators. Concerning this mission we are in possession of one most authentic explanatory document; namely, a circular notice printed in two languages (English and Arabic), under the seal of the African Company. The following is a copy:—

[L. S.
Free Trade to Africa,
by Act of Parliament,
1750.]

"This is to make known, that Major John Peddie, Captain Thomas Campbell, and Surgeon William Cowdry, have been employed by the British Government to proceed from Senegal into the interior of Africa, to trace the course of the River Niger, and to obtain such information respecting the countries through which they pass, as may be useful in the extension and improvement of Commerce, which is the object of the British Government in sending those persons to Africa; and that any person who may happen to meet with those Gentlemen, and shall be the bearer of a Letter to the Governor of this or any other British Settlement on the Gold Coast, from either of them, shall receive five Ounces of Gold, and be liberally rewarded for any service or act of kindness which it may appear by such letter may have been rendered to either of them.

"Witness my hand at ————."

[follows Arabic translation]

An impression of the foregoing notification having been laid before a gallant naval officer (at present on the continent), not less distinguished by urbanity of character than by extensive knowledge and scientific zeal, that distinguished individual has returned it with the following friendly criticism:—"Observing *one* venial error in the Arabic translation of the circular recommending the gentlemen who are going on the exploring expedition, which, though a trifling one, might occasion *John* to be called *Booun*; and lose his identity by not answering readily to the *sound*, it being written inaccurately in the Arabic, I caused it to be inspected and transcribed by an Arabian here [Paris] according to his reading under my inspection, and reference to the translation: but as he is not a learned man, I do not send you his copy annexed as perfect; it is now in the hands of one more versed in the language, as having been first secretary to Mr. Poussielgue, and afterwards president of the *Divan* of Cairo, in matters of finance; and I will send it with his corrections. I thought this better than transmitting it to Vienna, for the corrections of a learned European student there, whose hand-writing would mark the school. One thing this person agreed with me in, on my mentioning it from my own experience when travelling in Morocco: the Arabians in general, and the *western* Moors in *particular*, avoid in courtesy expressing the word *five*, saying, four and one, three and two; five being connected with the idea of aversion, reprobation, and malediction, from the mark of the *five* fingers on the body in the act of manual *rejection* of a person; thus the selection of that number of " ounces of gold " as a reward is an unlucky one, it had better have been *seven* or *nine*, which are lucky and complete numbers in their estimation and prejudices. This, with my best wishes for the success of the mission, I beg to submit to the proprietors."

Felix faustumque sit!

AFRIC.—ASIA.

ARABIA—PERSIA.

Just as this article is going to press, the writer has received a communication from the Hydrographer of the East India Company,* James Horsburgh, Esq. F.R.S. that his chart of the Arabian seas being now engraved, he has, with his accustomed liberality, contributed an impression of the same to enrich the hydrographical library of the Naval Chronicle. This chart (which comprehends a portion of the south-eastern coast of Afric) is 36 inches long, by 24 in breadth. It is peculiarly characterised by more than common pains, being evidently and successfully taken to elucidate the nomenclature of the Persian gulph, &c.† It completes Mr. Horsburgh's series of general charts, " *intended as an accompaniment to his Book of Directions for navigating to, from, and in, the East Indies.*"

For this valuable contribution, in addition to sundry other acts of condescension, the scientific and worthy Hydrographer of the *East India Company* is respectfully requested to accept the thanks, and most cordial wishes for his prosperity, of his humble fellow-laborer in the vineyard of the Naval Chronicle.

J. S. S.

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* Of whom a *Biographical* Memoir is given in N. C. vol. xxviii, p. 441.

† For a textual description of that portion of the African coast which is comprehended within this chart, see Mr. Horsburgh's prior contribution in volume xxxiii, p. 71. That article contains a comparative vocabulary of dialects on the eastern coast of Afric, which may perhaps extend across the continent to Congo.

EUROPE.

AZORES.

MR. HYDROGRAPHER, *Ponta Delgada, St. Michael's, Oct.* 1, 1315.

CAPTAIN BENTHAM, of the Carnation, having favored me with some accurate soundings taken between the islands of Pico and Fayal, I think it may be serviceable to communicate them to your readers, there being no chart of these islands on a large scale (excepting my survey of St. Michael), and the chart copied from the Spanish Brigadier TOFINO, is not supplied to H. M. ships from the Admiralty; therefore, several of our ships of war have been in great danger of striking on Chapman's shoal, while cruising about these islands in the late war.

At an early period I shall take leave to offer you a few remarks on the hydrography of the Azores, hitherto so much neglected.

W. H. R.

Soundings between Fayal and Pico in different Places.

The Magdalen rocks bearing E.N.E. just in one with the north point of St. Georges and Monte de Guia, bearing N.W. by W. and the west point of Fayal just open of Monte de Guia, found 80 fathoms water, bottom rocks, and small reddish coral.

West by N. about three cables' length from this, with a large white rock, completely open of Monte de Guia, we had 75 fathoms, reddish gravel, and small shells.

Half a mile farther W. by N. we had 55 fathoms, hard rocky bottom; the above-mentioned white rock N.W. by W. ½ W. and Magdalen rocks E. by N. ½ N. Chapman's shoal is composed of hard white rocks, with sharp edges; they shelve on the west side, and are abrupt and broken on the east side; their direction is W.N.W. and E S.E. about four hundred feet in length, and sixty in breadth: on the extreme sharp edges of the rocks we found about 4¼ fathoms, and this at a quarter flood; the depth increases all around successively to 7, 11, 15, 20, 30, 40, 45, and to 70 fathoms, the best marks to go on them are a small hummoc on the side of the hill, which declines down to the west end of Fayal, completely open of Monte de Guia, bearing about N.W.

The S.W. turrett of the old Jesuit's College on with the centre of the upper Monastery, or Carmelite's College, bearing about N. by W. ¾ W. The fort at Pico in one with the third hummoc on the ridge of the hill, reckoning from the sea, bearing E. ¼ S. The northernmost of Magdalen rocks on with the high and largest flat hill in St. Georges, bearing E. by N. with the above marks and bearings you will plainly see the rocks under you. The other bearings taken are two small hills under the peak of Pico, in one with the peak, bearing S. E. ¼ E.

South extremity seen of Pico S. by E. ¼ E.

The north easternmost point of Fayal that could be seen N. by E. ¾ E. A large white rock to the N.W. shut in behind the west point about its own length, bearing N.W. ¼ W. the white house on Monte de Guia N.W. ¼ N. The north end of St. George's E.N.E. and the north church, or Matrice

Tower in Fayal N. ¼ W. The above bearings are by compass in 1814. The best marks to keep to the N.W. of these rocks, are to keep the upper Monastery, or Carmelite College, open to the westward of the lower Monastery, or old Jesuit's College, until the hummoc on the declivity of the westernmost hill of Fayal is about a ship's length open of Monte de Guia.

J. S. S.

LITERARY NOTICE.

LATELY PUBLISHED,

THE Life and Strange surprising Adventures of ROBINSONCRUSOE of York, mariner, who lived eight-and-twenty years, all alone, in an uninhabited island on the coast of America, near the mouth of the great river Oroonoque; having been cast on shore by shipwreck, wherein all the men perished but himself.—With an account how he was at last as strangely delivered by pirates.—Also the farther adventures of Robinson Crusoe, and the strange surprising account of his travels round three parts of the globe——To which is added a Map of the World, in which is delineated the voyages of Robinson Crusoe. Written by Himself. A new edition, revised and corrected for the advancement of Nautical Education. Illustrated by technical and geographical annotation, embellished with maps and engravings, and augmented by an Index. By the HYDROGRAPHER of the Naval Chronicle.——Published by Mawman, Ludgate-street.

⁂ The following character of this (the *Academic*) edition is given in the *New Monthly Magazine*, No. 20, for September, 1815:—

"The reputation of this moral romance is too firmly established, and generally acknowledged, to need any observations from us on the story itself, or the instruction which it conveys. One thing was wanting to render the book more extensively useful: and it is astonishing, that for near a century no one should have thought of elucidating this interesting narrative, by an explanation of technical terms, and a description of the coasts and places mentioned in the several voyages of this adventurer. At length the deficiency is supplied; and, perhaps, on the whole, the admirers of Robinson Crusoe have no reason to lament that the attempt to illustrate their favourite author in this way has been so long delayed, since a meagre and glossarial explanation of the text might have prevented the publication of this very correct and highly enriched edition, which has been carefully collated with the earliest impressions, and is commented on throughout by a superabundance of notes, drawn from the best authorities in geography, natural history, and nautical science. An admirable preface gives a history of the work itself, and fully explains the views of the editor, who certainly has spared no pains to render the volume a most useful manual for young seamen; while those readers who are not acquainted with marine language and usages, will derive from the notes much valuable information as well as entertainment. The engravings scattered throughout the book convey clear ideas of the objects represented: and the prefixed chart, on Mercator's projection, exhibiting the track of this supposed adventurer in his different voyages, cannot fail to prove of considerable benefit to the young reader, who will hereby derive from this fascinating tale something more than mere amusement. A copious index is appended to the book, which adds greatly to its value, not only by directing the inquirer immediately to the facts and subjects mentioned in the history and the notes, but as constituting of itself a very useful vocabulary.

NAVAL LITERATURE.

Remains of the late JOHN TWEDDELL, *Fellow of Trinity College, Cambridge; being a Selection of his Letters, written from various Parts of the Continent, together with a Republication of his Prolusiones Juveniles; to which is adjoined, an Appendix, containing some Account of the Author's Journals, MSS. Collections, Drawings, &c. and of their extraordinary Disappearance. Prefixed is a brief Biographical Memoir* by the Editor, the Rev. ROBERT TWEDDELL, A.M. Illustrated with Portraits, picturesque Views and Maps. London: Mawman. 1815. 4to. pp. 480 and 180. price 3*l.* 3*s.*

[Continued from page 72.]

OF the long series of Letters before us, we shall not presume to say how many might have been omitted with advantage to the Volume (for that such omission was possible, is stated as an opinion of very popular authority in the *High Court* of Criticism); but we feel confident in asserting, that there will not one be found, in which interesting information, exciting sentiment, or sagacious remark, does not more or less constitute a part; or the insertion of which was not expedient in narrating the course of Mr. Tweddell's route. He was of an order of minds, that (in the dull sense of the word) cannot trifle. The business of his life was, the acquisition of knowledge; and nothing came either from his lips or his pen, but with conclusive evidence of a successful pursuit. And although the susceptibility of his mind induced this continual thirst, it left it unintoxicated even with incessant gratification.

The following extract from his letter, dated Hamburg, 1795, will show that, however liberally gifted by nature, his exemplary industry in the improvement of his talents rendered him worthy of the trust:—

"Since I came into lodgings, I have risen, as I always intended, at six o'clock—and have read two hours and a half before breakfast. To-day I commenced anew with a French master, recommended to me by the Comtesse De Flahaut, as a man of much science and skill: that occupies me from nine to ten. On Wednesday, I commence German, which will fill up the time between ten and twelve. I then shall have a master to give me a few lessons in sketching, also recommended by Madame De Flahaut. I have long wished to be able to take the face of a country, or any particular spot which pleased me; and this more especially now, when the prospect of Switzerland is before me. I shall spend in this manner from twelve to one o'clock. Between that and dinner-time I devote to exercise, or making visits, &c. and the afternoon, most frequently, to society. Whenever it happens that I am not engaged in the evening, which is very seldom, I have at my command the library of the Swedish minister, a very polite and most obliging man, which is well stocked with books in all languages, and upon most subjects; particularly those which Lord Chesterfield more especially recommends to be read during a residence in Germany. Mr. De Souza also has furnished me with several books in this way, on the general history of the empire, and the laws of nations, also on the concerns of the respective electorates, principalities, &c. and the negotiations in Europe during this last century. You see that my time is fully employed; and, I hope, very profitably: the surest promise of its continuing to be so, is, that I am never comfortable when it is not. I cannot at this time spare another hour in the morning for fencing, as my father desired, and as I wished; but when I arrive at Dresden, where there are better *maîtres d'armes* than here, and more especially at Vienna, he may depend upon my applying to it. I think my father will agree, that I ought to acquire a complete knowledge of the Germanic Body, upon entering Germany; as it will furnish me with matter all the way through it; and that I should not on any account trench in upon that study which engages my first hours upon rising, nor upon the language of the country, which it will require all my industry to learn before I leave it."

Mr. Tweddell's strict sense of decorum, and refined notions of human intercourse, seem to have received a very sensible shock from the unreserved bluntness of German Society. "All the Germans," says he, in a letter to his mother, dated Berlin, "(I speak of the men) that I have seen, are of rude and uncouth manners: the women that I have seen are not entirely without *agrémens*, but there are very few that have much attraction. In short, I do not like the people at all. Wherever yet I have been in Germany, I have found the strangers, especially the French and the Portuguese, very superior to the natives."

Of Berlin, Mr. Tweddell thus speaks:—"It is a most superb town. It far surpasses my expectation in every respect. Perhaps it derives no small addition from the sandy desert by which it is surrounded; you are astonished, after the long monotony of fir and sand, to find yourself environed by all the noblest monuments of ancient architecture; the place is well worthy the attention of every traveller, if it be but to gain an adequate idea of Frederick II. which can hardly be formed without seeing his capital, and contemplating his public works. With regard to the arts, there is little worthy of curiosity—the exterior ornaments are here far more beautiful than the interior. The principal street is of an immense width, at least double of the broadest street in London. In the middle is a walk of considerable width, with linden trees on each side—on each side, again, of this walk, two or three carriages can pass. This promenade is near a quarter of a mile long; at one end, it is bounded by the palace, a magnificent, though not a very regular building; and at the other, by a new gateway, copied from the famous *Propylæum* of Athens, with a piece of sculpture in bronze at the top, larger than life (because the gate is very lofty), of a charioteer driving four horses."*

The road to Magdeburg is described by Mr. T. as beyond conception bad, in all the possible inconveniences of travelling; and of the town of Magdeburg the Editor gives us the following notice:—

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* This decoration (a *Victoria in quadrigis*), was carried off by Buonaparté; but since his downfall, has been reclaimed at Paris, brought back from thence, and replaced by the present King.

> "Magdeburg is reached by the traveller through a country perfectly level. There are few inclosures here, or, indeed, in other parts of Germany, except such as surround the parks of Princes and Nobles. The King of Prussia had, until the recent subversion of the Germanic empire, a seat in the diet of this duchy, as Duke of Magdeburg. This is the strongest fortress belonging to Prussia, and here the principal military magazines and founderies are established. In time of war, it is the repository of whatever it is wished to place out of the reach of sudden insult. The country is well-cultivated and fertile for about two leagues beyond Magdeburg; afterwards it becomes more barren, and within a few leagues of Brandenburg, it is as sterile and sandy as the deserts of Arabia. The place requires a garrison of 20,000 men for its sure defense. This city dates its origin from the time of Charlemagne. The Imperialists taking it by storm in 1631, under General Tilly, a dreadful slaughter ensued; insomuch that not less than 10.000 of the inhabitants fell by the sword of the assailants. Its geographical site is in latitude 52° 11′ N. 11° 45′ E."

In Letter xiii, Mr. Tweddell informs his friend Mr. Losh of the countries he meant to visit, and his course of visitation, and invites his correspondent to accompany him. In his plan, we see the order of a thinking mind, anticipating difficulties, contriving their prevention, and assigning the respective portions of time and space to the purposes of mental pleasure and improvement:—

> "MY DEAR LOSH, *Munich, 22d June,* 1796.
>
> "I am a great defaulter—but you would excuse me if you knew in what a multiplicity of engagements I have been involved. I received, on the 26th of May, your letter of the 29th of April. The account which you give of your health is very pleasing to me. You cannot fail, I hope, to be soon completely re-established. But, indeed, my good friend, affairs are so changed on the continent since I received the account of your last intentions, that I can hardly look upon them as at present subsisting. It is almost impossible to entertain the hope of wintering in Italy. The French have ordered it otherwise—and the French are supreme. Now attend to the plan which I am going to mention to you, and tell me whether you can accompany me—to say that it will give me pleasure, if you can, that my enjoyment will be highly increased, is not to say enough. My satisfaction would be doubled in every sense, and more than doubled, assuredly. But you must consult your health.——If affairs in Europe continue as they are, I shall go to Venice in the middle of October; stay there a month or six weeks, studying the modern Greek (there is a college for the modern Greek at Venice); and shall then cross to the Morea, and go to Athens by land. From thence I shall visit the islands, towards the beginning of spring, and the coast of Asia; and arrive at Constantinople at the latter end of summer. I have a route traced—and very well traced, but it would cost me too much time to explain it. I have seen Mr. Morritt,* who was just arrived at Vienna, after

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* John Bacon Sawrey Morritt, Esq. F.S.A. Lond. of Rokeby Park, in the county of Durham; the scene of Mr. Walter Scott's poem, thence denominated. Mr. Morritt published an interesting and able vindication of Homer's topography of Ilium, against the sceptical doubts of Bryant the mythologist.

making that tour; I have profited by his remarks, and been confirmed in my intention, and heightened in my enthusiasm. Mr. M. was absent about thirteen months; but then he passed over one part of Thessaly, which I will not; and staid three months at Athens, where I certainly should not think of staying more than one. In this plan you see that I do not include Egypt. It is so cheerless travelling alone (especially in such countries), that I think I shall hardly undertake that, unless by hazard I should find a ship bound for Alexandria, and destined to return after a fixed period, during which I could go as far as Cairo. During the winter and the spring I see nothing in the world which could prevent you from going along with me; but I fear the summer heats, and the necessity of sleeping sometimes upon the ground. Talk to Dr. Ainslie about it. I expect to find very great interest in this journey, and shall lament excessively if you cannot at once share and multiply this interest. But you must be cautious; your health should be strong in order to bear it. I propose to spend a month or six weeks at Constantinople, and then passing by the Black Sea, enter the Ukraine, near Tulczin;* where the Duke of Poligriac and the Duchess of Guiche and their family are just gone to live, on some lands given them by the Empress. I should stay a month or more with them; and if you were of the party, you would be most welcome. They are a most delightful family; Mad. De Guiche, and her sister-in-law, the Comtesse De Polignac, are every thing that is beautiful, accomplished, and amiable. I lived almost entirely with them at Vienna; and the great kindness which they shewed me, and the particular interest, I may say, which they took in me, has been, of every thing since I left England, the most welcome and cordial to me. You would be charmed with them. We, being two, and their family large, would take a cottage *à côté*; and, after spending some time with them, would return by way of Cracow, &c. &c. to Vienna, and prepare to enter Italy the winter following; when, perhaps, it may please their high mightinesses of the Convention to permit us to compare the antiquities of Italy with those of Greece. By the way, Morritt says, that ruined as is Athens, yet still, in point of magnificence, there is nothing at Rome which can compare with the grandeur of its remains. This is not ill imagined—is it? I wish to God you could accomplish it. It would be a most sensible accession to my happiness—but still I fear that it might be dangerous. Think of it, and write soon. You will do well not to inform my family nor ——— of this plan; I will open it to them by degrees. Women and parents are easily frightened, and this voyage has a terrible sound at a distance: it is like going to Acheron.

Count Rumford, unluckily, is not here. That is a serious disappointment to me: I had promised myself exceeding pleasure from his society; he is a most excellent man. I left Vienna on the 15th of this month, and came round by Saltzburg,† which is the finest country that I ever beheld. Austria is in a very high state of cultivation; and the poor, in general, well conditioned.

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* Tulczin, pronounced *Tool-chin* in English.

† Saltzburg.—This sovereign bishopric, containing a territory of about 3500 square miles, and a population of 400,000 persons, together with the territory appertaining to the mitred abbey of *Berchtolsgaden*, were united and erected into an electorate of the germanic empire, by the treaty of Luneville, in favour of the Arch-Duke Ferdinand-Joseph, as an indemnity for his loss of the grand duchy of Tuscany: to which last, however, he has been restored by the treaty of Paris, 1814. Greatly and justly renowned as are the picturesque beauties of Switzerland—and who has not sometimes felt his imagination exalted by the ro-

" The Comte De Polignac left Vienna, when I was there, for England. He talked of going from London to Edinburgh. Should he have time to spend a day or two on his road, I need not desire you to do every thing in your power to render his time agreeable to him, and to shew him the neighbourhood. He is a man whom I sincerely wish to be serviceable to, if it were only to pay him a small interest for the kindness of his family to me. He is accompanied by the Marquis De la Riviere;* a young man who has signalized himself in a very extraordinary way in La Vendée. He went two or three times disguised to Paris, to get information, and to judge of the temper of the people—and swam a river two or three times for similar purposes, under the fire of the enemy. The Duchess De Polignac, of whose influence with the late queen you have heard so much, died at Vienna, very soon after the news of the queen's death: the one occasioned the other. The Princess of France is handsome, but I think she has not much feeling.

" My health is better. My head-aches are not quite gone, but they are less frequent. I have found benefit in taking a good deal of exercise, particularly in fencing, in which I am become tolerably expert. Give my best remembrance to all your brothers, &c. and believe me to be ever, my dear L———,

" Yours, &c.

J. T."

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mantic descriptions of the Leman lake, of the cataract of Schaffhausen, of the icy desert of Montanvert, and of the resplendent mass of Mont-Blanc? Yet the Tyrol and Saltzburg have their rival beauties, and their cotemporary peaks, which raise their naked and virgin summits of granite above similar abysses of ice and snow: the Ortlès, to the right of the sources of the Adigé; the Hoch-Grindle to the left; the Gefrorn, more to the north-east; and after them, above all, the solitary Glockner, on the frontiers of Saltzburg and of Carinthia, extend their frozen branches through vast solitudes. Here, torrents roaring under long vaults of crystal, fall or roll through reverberating chasms: the terrible *avalanche* compresses with loud report the air of the narrow valley, carrying desolation among scattered dwellings, and shaking to the foundation the very nest of the eagle, and the cave of the *chamois*. Here, also, among these horrors, are to be found the smiling beauties of Helvetia: but Saltzburg has not, like her, been observed by a Saussure, explored by a Bourit, unveiled and painted by a Ramond."

* Rivière.—Extract from the "*Moniteur*" of the 10th March, 1804:—" List of the banditti charged by the British ministry to attempt the life of the First Consul * * * * Third debarkation at the foot of the cliff near Beville, on the 16th of January, from an English cutter, commanded by Captain Wright, * * * &c. The Ex-Marquis De Rivière, known by the name of Rifardeau prior to the Revolution, a confederate of the Count D'Artois. There was found upon his person, the portrait of that prince, with this inscription:—*Given by the Court D'Artois to his faithful aide-de-camp, De Rivière, for the perilous journeys he has performed for his service.* Arrested the 13th Ventose." The Marquis has been set at liberty since the restoration, and is now about the person of Monsieur. He has recently been nominated to the embassy of Constantinople.

In communicating to his father his intended course of progress from Vienna to Poland, he mentions his purpose of stopping one day at Cracow, to view the salt mines of Wieliczka, and to the Editor's care of anticipating the wishes of his readers, by seizing every inlet of supplementary information, they are indebted for the following short account of them :—

> "Wieliczka Salt-mines extend underneath the town of that name 6000 feet from east to west, and about 2000 in a transverse direction. The number of persons employed in them is generally about 700. Throughout the whole extent of these celebrated mines, there is not a single spring of water. In one of the shafts, or entrances, Augustus III. caused a winding staircase to be made, of 470 steps, which cost 40000 florins. By such means travellers are accustomed to descend. The grandeur and beauty of the columns and vaulted roofs is very striking. Several chapels and altars have been excavated in the salt rock, one of which, the chapel of St. Anthony, is 30 feet high, and has several spacious apartments in it. The reflection of the torches on the crystallized pieces of salt, which hang in clusters of thousands, is extremely brilliant. In 1644, the mines took fire, and again in 1696, and continued to burn for a long time. The salt is found in huge masses, from which sections are separated of from 300 to 500 cubic feet in extent. An extraordinary circumstance is well attested : a piece of an elephant's tusk has actually been found embedded in the salt, and the jaw, teeth, and several bones of the same animal have at different times been taken out of the salt-mines of Wieliczka."

Of the rustic Russian, Mr. Tweddell thus writes :—"Of all the scoundrels I have yet seen, the first is a Russian peasant."* General censures of any class or country are uncandid and unjust; that Mr. T. found scoundrels among the Russian peasantry we may easily believe; and are not such foundlings to be met with every where ? the *degree* of scoundrelism is of difficult decision except by a course of varied experience, happily of rare occurrence to any single individual ; but Mr. T. had been disgusted by other travelling adversities—he writes, "From Tulczyn hither (Moscow), I was eighteen days and fifteen nights upon the road ;" (too much even for Socratic patience)—"Such a road ! The roads of Brunswick and Wolfenbüttel are bowling-greens in comparison. I was overturned twice, and broke three axle-trees." The conduct of the peasants was certainly irritating; in the instance specified, he says, "I had the satisfaction of putting those into prison at Toula, who, after overturning my carriage, refused to assist to lift it up again. Mr. De Rivière, myself, and our servants, after many fruitless efforts, at length succeeded ; and were obliged to drive the horses ourselves to the end of the station, about fifteen miles. As soon as I arrived at Toula, I addressed myself to the Governor, who, by a wide deviation from the principles of Russian humanity had the justice to afford us redress. In short, if we had not been well armed with sabres and pistols, we should never have arrived at all. Were I to recount to you one half of the difficulties we encountered from the roads, the rivers, the boats, the snow, the ice, and the peasants, I should seem to be travelling again over the same ground—and I am content with one experience."

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* Nevertheless, it is impossible not to remark the striking confirmation here afforded of the truth of the portrait given by Dr. Clarke of the Rus proper, or genuine Muscovite ; the likeness of which has been contested by prejudiced persons. The Cosaks, &c. furnish honorable exceptions.

Of Moscow, Mr. T. gives but a very concise and desultory account, in a letter to Thomas Bigge, Esq. which is in other respects of considerable interest; we shall give the letter, with its sub-illustrations, *verbatim*, for the gratification of our readers:—

"MY DEAR BIGGE,* *Moscow, 29th April*, 1797.

"It is an immense time since I heard from you; but the state of the posts precludes all judgment about the regularity of correspondents. I have now only a moment to give you, while dinner is preparing, as Sir Charles Whitworth's messenger to England proceeds this evening.———I have been here about three weeks, and shall probably stay a fortnight longer. Every thing is extravagantly dear at this place, beyond all that I ever heard of. Luckily my lodging cost me nothing. Lord C*****r pays for his 50*l. per* month; a carriage costs nearly as much, for it is necessary here to have four horses. This city is so immense, and the people live at such a distance from each other, that, exclusively of what is positively required in order to go to court, the proprietors of *remises* will not furnish you with a carriage unless you take four horses. The Marquis De Riviere and myself, have, however, found means to hire a carriage at one guinea a day. This is, indeed, our great expense, for we have a few things to buy. We dine out every day. We are in the centre of the town, and yet we have at least five miles to go to the English minister's; and as far almost to all our other acquaintances, who say in like manner that they live in the centre of Moscow.† The distances are really immense. Moscow is certainly the largest city in Europe.

The coronation here was a splendid ceremony, as it is likely to be one of the last things of the sort, I determined not to miss the occasion. You may like to know what sort of a man the Emperor is. He is a caricature of Peter the third in many things. The troops of the late Empress wore certainly the handsomest uniforms in Europe, such as I saw them at Tulczyn under the Marshal Suvarrow. Paul has stuffed them into the most hidious sacks imaginable—the old Prussian dress half a century ago. Some of the uniforms which he has introduced in the military are, however, good; he has prevented the plunder exercised by the officers, in comparison of whom Barrington was a man of the most fastidious probity. He is extremely severe and very despotic—much more so than the late Empress: but he is pacific—a weighty virtue. He has performed some acts of generosity—more of folly—some of injustice. He has given to one of his ministers, at the time of the coronation, 16000 peasants (it is thus estates are estimated in this country) ; and in another quarter, 36000 acres of land. The whole amounts to about 18 millions of *livres-tournois.*[*] To Prince Kourakin and his family, he has given near a million and a half of our money. At least, no other sovereign can do the same at this moment—and no other sovereign of any country ever, perhaps, did make so prodigal a grant. Paul I. is a great imitator of Frederick II. for which reason he wears great boots and hideous uniforms, and exercises his troops at six o'clock in the morning without his hat on, when the cold is at 16°.[†] He wishes to unite magnificence with economy—for which reason he makes superb presents to individuals, and great retrenchments in the general departments of state. He certainly has the most brilliant court in Europe ; it is truly splendid. On the day of his coronation, at dinner, the lieutenant-colonels presented his dishes upon one knee. How can this eastern despot pretend to unite such base servitude with his love of the military ? He is capricious and minute—attaching weight to trifles. All the military are obliged to have long queues ; a man with short hair cannot command his armies. General Mack would not have sufficient merit to be a sergeant—for he has the vice of baldness : the Emperor would treat him as the naughty boys treated the prophet Elisha. He judges all men upon the model of Sampson, and conceives their force to be in their hair."

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* Mr. Thomas Bigge, formerly of Benton in Northumberland, and now of Brompton-Row, near London, was educated at Oxford. A similarity in taste and sentiment united him and Mr. Tweddell in the strictest friendship, which continued without interruption until the death of the latter.

† The imperfection of Mr. Tweddell's notices of Moscow (which is easily accounted for by the risks to which the extreme suspicion of the government, and the uncertainty of the posts, subjected correspondence by letter, is abundantly supplied by the very ample and interesting picture of that city, which is presented in Dr. Clarke's "*Travels*," see vol. i. chap. iii. page 40. "*Le Conservateur Impartial*, St. Petersbourgh, No. 80, October, 1814, presents the following notice on this capital:—

[To be continued.]

" *Le Journal intitulè*: Le Fils de la Partie, *contient dans son n° 39, des notions statistiques tres-interessantes sur l'état actuel de* Moscou. *En voici le résumé* :—

Habitans.	*Au mois de Janvier* 1814.	*Au mois d'Août* 1814.
Ecclésiastiques	3909	4571
Gentilshommes	8329	8256
Militaires	12733	22930
Marchands	12111	12824
Bourgeois	13148	12133
Domestiques	29407	35654
Etrangers	1508	1832
Habitans qui appartiennent à d'autres classes	80541	
Total ..	161986 *dont* 102514. *h.* 59472. *f.*	172991 *dont* 101729.*h.* 71262.*f.*

Maisons.	*Avant L'Incendie.*	*Après L'Incendie*	*Reparées&rebâties.*	
En pierre	2567	526	—	—
En bois.	6591	2100	—	—
Total	9158	2626	—	—

La ville de Moscou a une surface de 16,120,800 *toises quarrées Elle est divisée en* 20 *parties, et subdivisée en* 90 *quartiers.*

Naissances en 1813.	*Morts en* 1813.
2498 *garçons.*	4357 *hommes.*
2663 *filles.*	3646 *femmes.*
Total 5161	*Total* 8003

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[*] 750000*l.* sterling.

[†] 16° below O of Réaumur.

A Voyage Round the World in the Years 1800, 1801, 1802, 1803, *and* 1804, *in which the Author visited Madeira, the Brazils, Cape of Good Hope, the English Settlements of Botany Bay and Norfolk Island, and the principal Islands in the Pacific Ocean, with a Continuation of their History to the present Period.* By JOHN TURNBULL. Second Edition [with numerous Additions]. Pages 532, 4to.

[Concluded from Vol. XXXIII. page 422.]

IN resuming our Review of this Volume, we regret our inability to extract from its various and interesting matter to the full extent of our wishes, (and we feel no hesitation in saying the wishes also of our readers); but we are too much restricted by our pages, and in arrear with our promises to Correspondents, to gratify either in the present instance. We shall therefore conclude with the following reflections of the author on the colony of New South Wales.

After stating the progress of the Whale Fishery, Mr. Turnbull proceeds thus:—

" Both the soil and climate are peculiarly adapted to the cultivation of the grape, and whenever it accords with the policy of the mother country, wine might be numbered as an article of exportation. At present it is only cultivated for the table of the more respectable inhabitants.

" Tropical and other fruits of almost every description are in good abundance. In the garden belonging to the premises I occupied, which was simply a scattered soil, lying amongst barren rocks, were limes, figs, peach, and pomegranate trees, all of them bearing fruit in high perfection; in addition to these, in the government garden they have the orange, cherry, pear, and apricot. Peaches in particular were in such great plenty, that the governor had offered a premium of a cow, to any one who should make the best two hogsheads of cyder, to be adjudged after a year old. Some of the colonists have made an excellent brandy from this fruit, but it is strictly prohibited by the colonial regulations.

" The mulberry tree, on which the silk-worm feeds, is common in the colony, and grows with vast luxuriance. A thought here naturally suggests itself. Why might not the silk-worm be exported from India to this settlement. Ships have been known to make the voyage from Bengal to Port Jackson in five or six weeks. It was in this manner, we believe, that the cochineal from South America was introduced into India. The scientific gentlemen in the La Geographe and Naturaliste,* repeatedly expressed their astonishment, that the colonists had paid no attention to the olive tree, and the rearing of the silk-worms, to which the climate was so congenial. They have frequently been heard to observe, that the country was admirably adapted to the production of every thing which the

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* Two ships sent out by Buonaparté on a voyage of discovery, and which touched at Port Jackson.

South of Europe produced, and that its present possessors were totally ignorant of its advantages. The introduction of the bee into the colony would likewise be a valuable acquisition, as the mildness of the climate, and the vast variety of melliferous flowers, in which the country abounds, are peculiarly adapted to this prolific insect. In the Philippine and Soloo Islands, bees wax constitutes (independent of the honey) a considerable article of traffic.

"From the astonishingly rapid increase of the wild cattle in this country, it is the opinion of many of the colonists, that in time they will be killing them, as in South America, for their hides and tallow. This we think is not by any means improbable.

"The experiments, both of government and individuals, have proved the fitness of the soil for the growth of hemp and flax. On the banks of the Hawkesbury river, the stems of this plant were nearly as thick as a man's wrist, and measuring between seventeen and eighteen feet in height.

"Here, therefore, has human industry still a most boundless field for its exertion. A field, which many ages will not exhaust. My mind, reflecting upon this subject, suggests to me the idea of this country becoming, at no very distant era, a cradle of an extensive population, and that the present narrow settlement may become the seed of a future nation, which, improving in its nature in the proportion as the branches become distant from the parent stock, may replenish that vast and at present almost desert continent with an honest and industrious race. Other countries, now the abode of commerce, agriculture, and all the arts of civil life, have had a similar origin."

We have not drawn from this rich source of information and amusement to the extent of our inclination, but we trust sufficiently for the judgment of our readers; they cannot but perceive that the places visited by Mr. Turnbull have been viewed by him with the eye of an intelligent mind, active in its observations, and acute in its inferences. His style is easy and correct in narration, elevated in sentiment, and in description close, yet comprehensive. The chain of interest is unbroken throughout—enlivened by anecdotes of accident, character, or critical situation, by which the hopes or apprehensions of the reader are continually excited, or his curiosity informed; and, on the whole, the volume entitles the author to a distinguished place in the class of descriptive Voyagers.

In the event of a subsequent edition (of which we cannot entertain a doubt as due to the merits of the work), we could wish to see supplied a good general chart of the principal islands visited; and as we can hardly suppose such a voyage made, and no pencil employed, the illustration and embellishment of a few topographical views, would add considerably to the value of the book, and we think the public would not be unwilling to compensate the liberality of the author in the purchase of it.

STATE PAPERS.

SERIES OF THE DOCUMENTS ANNEXED UNTO THE REPORT MADE BY THE PRESIDENT OF THE ASSEMBLY OF THE MEMBERS OF ALL THE ORDERS OF KNIGHTHOOD IN EUROPE, CONVENED AT VIENNA ON THE 29TH DECEMBER, 1814.*

[Continued from page 53.]

No. IV.

Copy of a Letter from the President of the Convention of the Knights, Liberators of the White Slaves in Africa, to the First Minister of his Majesty the King of Sardinia.

SIR, *Vienna, January* 10, 1815.

I BEG leave to submit to your Excellency, for the information of his Majesty the King of Sardinia, a statement of the measures which I have taken, and of their progress towards the object so anxiously desired—the liberation of the christian slaves in Barbary, and the cessation of the depredations and outrages against Europe, which continue to increase the number of those unfortunate and innocent victims.

1st. I have despatched couriers with instructions to my confidential agents and correspondents in Asia as well as in Africa, to influence the native princes, who are equally aggrieved with the Europeans by those exotic robbers, and to engage them, in defending themselves against aggression, to occupy a greater portion of their forces.†

2d. I have engaged the august Sovereigns, and the illustrious personages, royal and noble, assembled in this capital at the Congress, to establish, in their capacity of *christian Knights*, a charitable fund for the support of the religious establishments in the Holy-Land, through whose medium succour and consolation may be administered unto those hapless captives who toil in chains, under a scorching sun, and under the blows of their fanatical and inexorable task-masters; scarcely fed sufficiently to sustain nature, having only rations of bad bread, rice, and oil, five days out of the seven that they work like beasts of burthen; and the Fridays and Sundays subsisting on the charity of the European Consuls, on that of good *Mussulmans* who *profess* and *practice* hospitality in obedience to their law, and on that of the opulent *Jewish* merchants. This state of things being a reproach to all Europe, professing, as she does, the *Christian* religion, one of the fundamental principles of which is *charity*, has been taken into serious consideration by a convention of Knights, imperial, royal, noble, and illustrious, composed of all the nations, and of all the orders of Knighthood, and which was holden at the Augarten, in a house appertaining to his Imperial and Royal Majesty the Emperor of Austria, having for its purpose the formation of a fund as above-mentioned, whose object interests religion, humanity, and the honour of Christendom. These principles having been formally set forth and recognized in the invitations given by the Knights to each other, to their friends and their families, and signed with their illustrious names, I have the satisfaction of being enabled to acquaint your Excellency, that in conformity with the noble example of the august Sovereigns, a subscription has been opened, and goes on increasing; the sum already in the chest, under the charge of Mess. Fries and Co. and which will be distributed under the inspection of the Ministers-Plenipotentiary of the Sovereigns at war with the Barbaric States, being already sufficiently considerable to defray the disbursements that have been made, and to afford *instant* relief to the wretched sufferers, awaiting an ulterior measure for their deliverance ——for putting an end for ever to the depredations whereby their number is daily augmented. In order to strike at the root of the evil, possessing some influence among the Counsellors of the Divan at Constantinople, I conceive that I *have the power*, and consequently *ought to have the inclination*, to employ it to induce the Ottoman Sultan to contribute his assistance for the repression of atrocities which commit him in the face of all Europe, and disgrace him in the eyes of his own subjects, rebellious and disobedient unto the *fermans* inculcating *peace* with the European Powers in amity with him. Being well acquainted with the tone and temper of the Sublime Porte, I know what personages to apply to, and the language to put into the mouths of my correspondents, without offending the self-love of the haughty: on the contrary, I have been anxious to dispose them to save appearances, by anticipating the wishes of the Powers, before they should be urged by remonstrances, threats, or reprisals. I have now the gratification to announce to your Excellency a preliminary success, which will be complete, if it be followed up and supported in the manner which I have intimated to Prince Talleyrand, who evinced his approbation of my suggestions, by transmitting them to the Marquis De Riviere, Ambassador of his Most Christian Majesty at the Ottoman Porte. I am ignorant of the relations subsisting between the Crown of Sardinia and the Sublime Porte; but if they be not direct, they may be carried on through the medium of an Ambassador from a friendly Power, preparatory to a formal embassy, which the annexation of Genoa, and the change in the flag of the King, render indispensably necessary. The combination of the maritime forces of the two countries against the enemies, that act hostilely against the subjects of the *two*, might result from it, and I offer myself to facilitate that object, as well as to arrange the application in a proper manner to bring the Barbarians in Africa to reason, and deprive them for ever of the means of annoyance; provided it be desired and demanded by my Government in an official and formal manner; without which I must confine myself to friendly invitations addressed to my fellow *Knights*, who have taken the same oath with myself, and have it likewise in their memory and in conscience; and to the pointing out the mode of administering the charitable contributions for supporting the *existence* of the miserable slaves in Africa, for procuring their liberation, and for preventing an increase of their number. It is only under this relationship that I can request your Excellency to have the kindness to lay this exposition under the eyes of the King, as a *good Knight*, as also the contents of the extract from the subjoined communication of one of my correspondents at Constantinople, and of the comments which I felt it my duty to address to Prince TALLEYRAND, on forwarding it to that minister.

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* See 𝔑. ℭ. xxxiv. 241, 321; xxxv. 49.

† The construction of this phrase in the original leaves the sense somewhat doubtful; that is to say, whether the writer means to engage the aggrieved princes to employ a greater portion of *their own* forces, or by assuming a defensive posture, to furnish employment for *those of the barbaric states.*—(TRANSLATOR.)

I have the honor to be, with perfect consideration, your Excellency's faithful and devoted servant,

W. Sidney Smith

Knight of the Military Order of the Bath, and Grand
Cross of other Orders, President of the Philanthropic
Association of Knights at Vienna.

Extract of a Letter from a confidential Correspondent of Sir SIDNEY SMITH, *employed to influence the Divan at Constantinople, and to engage the same, according to his suggestion and indication, to promote the objects of the Allied Powers for the extinction of the piracies of the Barbaric States, before the Porte be officially urged unto such co-operation; dated* $\frac{11}{23}$ *December,* 1814, *with observations annexed.*

.... "The affair with the Algerines is already arranged. The Sublime Porte, greatly exasperated against them on account of their atrocious proceedings against her own subjects, and those of friendly Powers, proceeded with earnestness to take the matter into consideration, and has just sent one of her most distinguished officers, the Bash Bashi Coulon AHMED *Aga*, on board a frigate of the Imperial Navy, in the capacity of High Commissioner (*Moobashir*), to convey to the three Regencies *the most peremptory orders and rigorous commands, forbidding them at their peril, ever hereafter, to molest, the least in the world, the vessels or subjects of the Powers who are at peace with the Ottoman Empire.*"

OBSERVATIONS.

This Correspondent still continues to express the confidence that he has in the efficacy of the measures that have been adopted, and is highly gratified to find that the Sublime Porte has prevented the wishes of the amicable Powers—more especially those of Sir SIDNEY SMITH, on whom the Ottoman Ministers have, with one accord, been pleased to bestow the highest encomiums, for the interest he takes in the honour and prosperity of the Empire; but messages to the west, and gratulations to the north (which certainly deserve, and ought to meet with, a correspondent return), will produce no practical good, unless the Powers, in expressing their acknowledgments to the Sublime Porte for this proof of her good intentions and honorable conduct, intimate, at the same time, the expediency of following up that official step, by others which will emanate from it, in order to secure her responsibility towards the other Powers, if the Regencies shall continue, as heretofore, to disobey with impunity the supreme authority, such as—

1st. The prohibition against the levy of recruits within the empire, for the garrisons and fleets of the Regencies, and the exclusion from the Turkish ports of their ships equipped as cruizers against the Allied Powers:

2d. The formal order sanctioned by a *Fetfa* of the Mufti, addressed to the Ottoman subjects residing in the Regencies, and to those on board the Barbaric squadrons individually and collectively, no longer to pay obedience to the orders of unlawful authorities, usurped, and in rebellion against their legitimate Sovereign, the Ottoman *Sultan*, in what regards acts of hostility against the subjects of friendly Powers:

3d. The recall and disarmament, in the harbour of Constantinople, of the armed vessels, which become of no use at sea, since the Sublime Porte is not now at war with any Power; the Powers, however, by an amicable mediation, doing away any excuse that may be alleged from the circumstance of there not being any Treaty existing between the Porte and Sardinia, Portugal, or the United States of America:

4th. The co-operation of the Ottoman navy with that of Sardinia and other Powers aggrieved by the depredations committed by the Barbaric corsairs, the latter being publicly disavowed and interdicted by the Sublime Porte:

5th. The liberation of many thousand white slaves, prisoners of war—a war which does not exist by any declaration on the part of the legitimate Sovereign of the force which has made them captives in time of peace—a peace which would at the present moment reign throughout the whole world, if it were not disturbed and violated by those pirates.

These measures, sanctioned by his Most Christian Majesty, and proposed by him to the Powers interested, will have their full and entire effect, if Prince TALLEYRAND, acting according to his avowed convictions, would have the goodness to put them into that form and order which his genius and experience will suggest, in order that the *Chevaliers* of St. Louis may co-operate with those of the Sword.

N. B. The progress of these proceedings, so auspiciously begun, was interrupted by the events consequent upon the era of the 20th March, 1815; but the King of France has been pleased to give his acquiescence in the project, having subscribed it, in his capacity of "Grand Master of the Order of St. Louis."

[To be continued.]

Poetry.

TO THE MEMORY OF
CAPTAIN FREDERICK LANGFORD,
LATE OF H. M. S. CYDNUS;

Written on the day of his Funeral, February the 19*th*, 1815.

I.

I CANNOT pourtray my despair—my regret,
When the fatal occurrence befell;
That dire dreary morning I ne'er shall forget,
When he bade this vain world farewell!

II.

The wand'ring of Fancy I cannot repress,
Nor my thoughts from his image withdraw;
His loss sheds a gloom that I cannot express,
And loads my full bosom with awe.

III.

Oh! could his dear spirit that's parted for aye,
But know that which passes on earth;
From seeing my heart he'd have reason to say,
That I feel and acknowledge his worth.

IV.

The honours funereal due to his rank,
To-day have been solemnly paid;
Such rites sure can ne'er be thought vacant and blank,
Since so deep an impression they've made.

V.

This scene so impressive recalls to the mind,
That the grave is the state-bed of glory;
Each gun's measur'd peal borne on by the wind,
Sounds to us a "*memento mori.*"

VI.

Henceforth * let me ne'er mention happiness more;
—'Tis a word that's so oft misapplied;
Vain are honour and worth, health, and various lore,
For *He* had all these—yet he died.

A. R.

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* " ——— ——— Sed ultima semper
Expectanda dies homini;—dicique beatus
Ante obitum nemo supremaque funera debet."
P. OVID. *Met.*

PROLOGUE;

Spoken on board H. M. S. Superb, *off New London, on the last Night of the eventful Year,* 1814; *to Rear-admiral Sir* Henry Hotham, *and the Officers of the Squadron blockading New York: written by a Midshipman of the Superb.*

THIS night, kind Sirs, our spouting group appear,
With *comic scenes*,* to close the eventful year;
No mournful tragedy methinks should chill,
By murdering scenes, and deadly deeds of ill,
A night like *this!*—ah, no—be ours the part
To bid you smile, and cheer each generous heart;
This is a night which Joy should claim alone!
And every British heart with transport own!
What though this splendid year's last setting beam,
Beholds in *Europe*, peace and joy supreme;
Yet views us, still upon a foe's rude coast,
In hostile vigilance;—be *ours* the boast,
That England's battles to the last we fight,
To urge her fair pre-eminence, and right.
What, though we oft may paint in Fancy's eye,
Our much-lov'd home, in fair prosperity;
And breathe, perhaps, a wish, that now at ease,
Amid our friends, we scorn'd the storm and seas;
Is the fair picture of our lov'd return
Less beauteous to our view, whilst now we burn
With warrior's pride—with firm resolve to view
Our purpose crowned, with peace and honor, *too!*
Ah, no!—the last of Britain's wars we'll share,
E'er the Superb shall fold her ensign fair.
Then to Old England's shores with joy we'll steer,
To end in happiness the dawning-bright New Year.

PLATE CCCCLV.

Bornholm.

BORNHOLM ISLAND is about seven leagues and a half distant from the coast of Sweden, and upwards of seventeen from the island of Rugen. It is eight leagues long, five and a half broad, and in 1811 contained 19,000 souls. It is considerably elevated, and the shores are composed of steep rocks, surrounded by reefs very dangerous to navigation, for though generally marked by fire-beacons, scarce a year passes without

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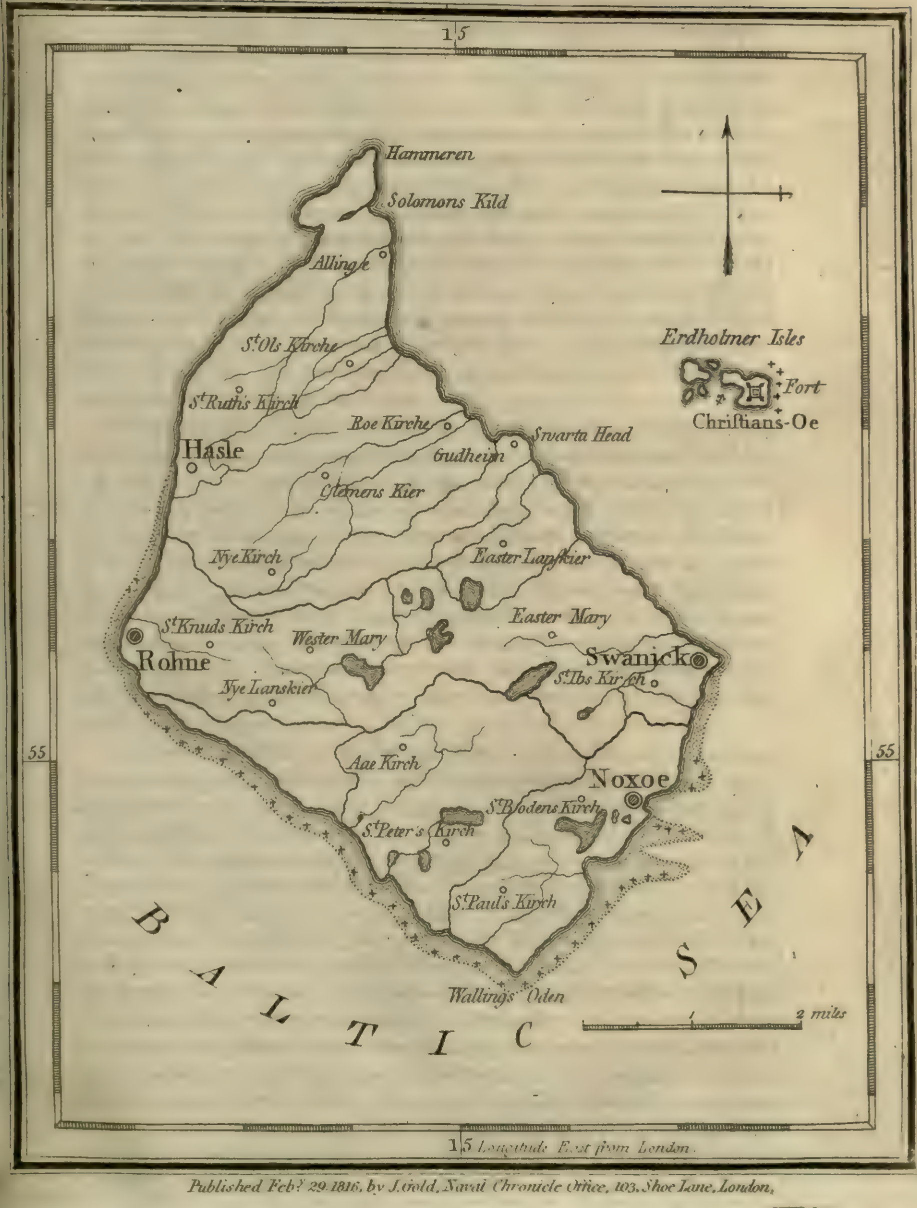
* The Poor Gentleman.

BORNHOLM.

CCCCLV.


15
Hammeren
Solomons Kild
Allinge
St. Ols Kirche
St. Ruth's Kirch
Hasle
Roe Kirche
Swarta Head
Gudheim
Clemens Kier
Erdholmer Isles
Fort
Christians-Oe
Nye Kirch
Easter Lanskier
Easter Mary
St. Knuds Kirch
Rohne
Wester Mary
Swanick
St. Ibs Kirch
Nye Lanskier
55
55
Aae Kirch
Noxoe
St. Bodens Kirch
St. Peter's Kirch
St. Paul's Kirch
Wallings Oden
1
2 miles
BALTIC SEA
15 Longitude East from London.

Published Feby. 29. 1816, by J. Gold, Naval Chronicle Office, 103, Shoe Lane, London.

several shipwrecks. The base of the island is a calcareous rock, but mixed with free-stone, schistus, granite, and other stones that denote different origins. This island forms the medium between the primitive mountains of Scandinavia, and the calcareous and sandy heights of Denmark and Germany. The Bornholm free-stone is used in the public buildings of Copenhagen, and its deep blue marble is much esteemed. It has also different species of clay, proper for the manufacture of pottery and porcelain, ochres, bolar earth, and coal. The clays are exported to Copenhagen for the great porcelain manufactory, but the coal has hitherto been neglected, some pretending that the disposition of the veins render them too difficult to be profitably worked, and according to others the mineral itself is of a bad quality, from containing too much sulphur. The veins of this substance extend three or four leagues from the island towards the coast of Sweden. On the shores of the island pebbles are met with, which, under an argillaceous crust, contain particles of spath and crystal. In some marshy spots, at the depth of ten and twelve feet, trees are found so well preserved as to be used in joiner's work; they all lay with their heads to the west, and those to which the sea-water has had access, are impregnated with sulphur and vitriol.

The climate of Bornholm is drier than that of the other Danish islands, and from the proportion of deaths to the population, must be [deemed] healthy. A vast heath occupies the centre of the island, on which also grow some juniper and other bushes, which are carefully collected for fuel, the island having very little wood. This heath also affords pasturage for sheep. The horned cattle are inferior to those of the other islands, but the horses are esteemed for their strength and fleetness. The spring brings to the island large flocks of rooks (*cornix frugilega*), of which the peasants take vast numbers, and consider them delicate food. The vegetable productions are wheat, rye, barley, cummin, hemp, and flax. More than forty rivulets, abounding in fish, water the island, and most of them find their way to the sea.

The chief industrial pursuit of the Bornholmers, after agriculture and the rearing cattle, is the fishery, which affords about one hundred ton of cod for annual export. The fabrication of corn, brandy, beer, coarse pottery, tiles and bricks, wooden kitchen utensils, and chimney clocks, as well as the quarrying marble and free stone, also employ a part of the population. The principal imports of the island are coffee 17,000 lbs. sugar 18,000 lbs. and tobacco 25,000 lbs. The centre of commerce is at Ronne, near the middle of the west side of the island, which is also the residence of the governor, and has 2,000 inhabitants. Its port is defended by a castle, and in 1800 it had sixty merchant vessels, and five hundred and thirty boats, chiefly employed in the fishery.

Nexœ, the second town, is on the S.E. Its beer is celebrated, and ships passing usually take a supply. Its port has been recently improved at the expense of the island. Hasle, on the N.W., Swanike on the east, are straggling villages occupying a large space of ground. There are also some other villages on the coasts, but in the interior are only found some isolated farm-houses at considerable distances.

The barriers of rock that surround the island afford in some degree a natural protection, and it has besides several fortifications, garrisoned by regular troops. The defence of the coasts is intrusted to an island militia of 5,000 infantry and cavalry.

The north point of the island is named Cape Hammar, and the south Cape Due. Off the N.E. coast, at six miles distance, are the Ertholmen islands, about twenty in number, but Christiansœ, Fredericksœ, and Grosholm, are alone of any consideration: between the two first is a spacious port, defended by a castle on one island, and a battery on the other.—(TUCKEY's *Maritime Geography.*)

"Bornholm island, in the Baltic sea, is near 6 leagues from the extreme point of Zealand, and about 2 from Ystad, in Schonen; and is about 7 miles in length, and 4 in breadth. It is nearly surrounded with dangerous rocks. and its landing-place is defended by cannon. It is in latitude 55° 15′ N. and long. 14° 55′ E."—(MALHAM's *Gazetteer.*)

The royal council of customs and of the indies at Copenhagen, published the following "Notice to Mariners," concerning Bornholm, on 6 April, 1802:—

"His Majesty having been pleased to order that there shall be a Watch Light on the northern coast of Bornholm, to guide the Navigators of the Baltic, we give notice, that examination having been made of the most convenient place from whence the light might be most distinctly seen, as well by those who come from the west, as by those who come from the east and the north, and who wish to pass between Bornholm and the coast of Sweden, a Light-house has been constructed on the mountain called Steileberg, which is situated, by the compass, about a quarter of a mile from the northernmost bay of Bornholm. In consequence of the height of this mountain, this Light-house will be 272 feet above the level of the water. Although it is lighted by means of a coal fire, it is surrounded by a glass case or lanthorn, of fourteen feet diameter, constructed upon a new principle, so that, in all weathers, the flame will rise without interruption, and the light will be augmented by it, because that part of the case or lanthorn which is on the land side, and every part from whence the light cannot be seen at sea, is a wall, the interior of which is covered with plates of polished block tin. This light-house will be lighted up for the first time on the 21st of June, 1802, and afterwards it will be continued according to the terms of the ordinance of the 21st of March, 1705, and of the proclamation of the 1st February, 1799, so that in summer, that is from Easter Day to Michaelmas Day, it will be kept burning from an hour after sunset till sunrise; and in winter, that is, from Michaelmas Day to Easter Day, from half an hour after sunset until sunrise."

"In the east, the farthest isle belonging to Denmark is that of Bornholm, a small but fertile spot, conquered by the Swedes in 1645, and surrendered to them by the treaty of Roskildin, 1658; but the inhabitants revolted the same year, and restored their isle to the Danish domination, under which it has since continued."—PINKERTON: *Modern Geagraphy.* 1811.)

J. S. S.

METEOROLOGICAL REGISTER.

From January 25th, 1815, *to February 25th,* 1816.

Kept by C. Blunt, Philosophical Instrument Maker, No. 38, Tavistock-street, Covent-Garden.

Moon	Day	Wind	Barometrical Pressure.			Temperature.			
			Max.	Min.	Mean.	Max.	Min.	Mean.	
	26	NE	29 42	29·35	29·38	50	34	42·25	Rain
	27	N	29·82	29·66	29·74	48	27	38·5	Fair
	28	N	29·90	29·89	29·50	47	21	37·25	——
☽	29	N	30·40	30·38	30·39	46	16	33·	——
	30	N	30·49	30·46	30·47	44	18	29 75	——
	31	NW	30·37	30·22	30·28	42	21	29·	——
	1	NW	30·02	29·88	29·93	41	20	28·	——
	2	NW	29·73	29·59	29·65	42	27	35·5	Fog & Rain
	3	NW	29 62	29·58	29·59	45	31	38·75	Fair
	4	N	29·57	29·56	29·56	44	32	39·25	Rain
	5	NE	29·52	29·50	29·51	46	32	39·5	Fair
D	6	NE	29·22	29·12	29 13	47	28	36·	Snow
	7	NE	29·40	29·12	29·23	40	17	29 5	——
	8	NE	29·54	29·42	29·48	32	11	21·75	Fair
	9	NE	29·74	29·72	29·73	25	9	18·	——
	10	NE	29·88	29·76	29·82	24	10	18·	——
	11	NW	30·00	29·89	29·45	33	15	21·75	——
	12	N	30·38	39 20	30·34	30	16	36·25	——
○	13	N	30·43	39·42	30·42	43	27	34.75	——
	14	W	30·45	30·43	30·44	42	30	36·	——
	15	W	30·43	30·28	30·35	46	33	39·5	——
	16	N	30·05	20·86	29·95	45	31	38·	——
	17	N	30·07	20·94	30·0	40	27	33·5	——
	18	W	30·12	30·08	30·10	39	28	33·5	——
	19	W	30·10	30·00	30·05	48	38	43·	——
☾	20	W	30·14	30·10	30·12	48	35	41·5	——
	21	W	30·20	30·16	30·18	50	37	43·5	——
	22	SW	30·25	30·20	30·23	50	36	43·	——
	23	W	30·32	30·22	30·27	50	32	41·	——
	24	NW	30·21	30·19	30·20	47	35	41·	Rain
	25	W	30·00	29·90	29·95	50	33	41 5	——

RESULTS.

Mean barometrical pressure		30·065	Mean temperature		34.83
Maximum 30.49	wind at	N	Maximum 50	wind at	W
Minimum 29·12	——	NE	Minimum 9	——	NE

Scale exhibiting the prevailing Winds during the Month.

N	NE	E	SE	S	SW	W	NW
9	7	0	0	0	1	8	6

	Mean Barometrical Pressure.	Mean Temperature.
From the last quarter on the 21st of Jan. to the new moon on the 29th	29·55	40·78
—— new moon on the 6th of Feb. to the first quarter on the 29th	29·79	34·22
—— first quarter on the 6th Feb. to the full moon on the 13th	29·78	25·71
—— full moon on the 13th, to last quarter on the 20th	30·14	37·8

NAVAL HISTORY OF THE PRESENT YEAR, 1816.

(January—February.)

RETROSPECTIVE AND MISCELLANEOUS.

ON the faith of a foreign journal *(Gazette de France)*, we last month* ventured to repeat an assurance that the commanders of British ships had received orders to protect every flag against Barbaric aggression. We regret, for the sake of humanity, to find that assurance was at least premature; it has been negatived by more recent and distinct information: *viz. the Pilot;* a newspaper which pays a commendable degree of attention to this righteous cause of white-slavery abolition, quotes a letter from Genoa, dated 16th of January, which states that "The attack which the Tunisians prepare against the port of St. Peter, in Sardinia, is still feared. Unfortunately, the news of a Treaty of the great European Powers, to put at last an end to the piracies of the Barbary Powers, is without foundation. The Captains of English ships of war have orders *not* to oppose, by open force, the piracies of the Barbary ships committed in their sight. They are only permitted to use means of persuasion. Admiral Lord Exmouth himself, commanding the British forces in the Mediterranean, lately met a corsair of Algier, which demanded from him provisions for 200 Christian slaves, which he had taken on the coasts of Apulia and Ancona, threatening to throw them into the sea if the Admiral refused the provisions. The provisions were granted."

Counting, as we did, Sir EDWARD PELLEW among the "*Knights-Liberators*," we shall unfeignedly grieve to find Lord EXMOUTH a "*Tolerator*." For thus the partisans of the opposite system are already designated on the continent; 2dly, the following is a copy of a document lately transmitted unto the British Consuls in the minor Barbaric States. From the placid, and even friendly disposition, which this state paper evinces towards those free-booters, we may infer, that the meritorious views of Sir SIDNEY SMITH are not sanctioned by ministers, who see nothing horrible in slavery:—

"*Minute by H. E. the Governor.*

"Whereas, his Excellency has received directions from his Majesty's Government, to take under his immediate orders and control the various British Consuls resident in the Barbary States (with the exception of Morocco), his Excellency is pleased to publish the same, in the view that all persons, having any claims or reclamations to make on this subject, may address the same to the Chief Secretary of his Majesty's Government in this island. And whereas it is his Excellency's most anxious wish to maintain, in the fullest manner, that system of good understanding and amity which has fortunately so long existed between the Barbary Powers and the British Government; he hereby invites the said Consuls, and others whom it may concern, to enter into the fullest communications with him on all points where the joint interest of Great Britain and the said Powers may be involved, assuring them that it will be his studious endeavour to maintain and cherish that systen of liberality, good faith, and candour, for which the British nation is so eminently distinguished.

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* See page 83.

By command of his Excellency,

(Signed) A. Wood.

Palace, Valette, Oct. 12, 1815. Acting Chief Secretary to Government.

It should seem that his Excellency's directors are not only well disposed to protect their friend the *Dey*, but to repress every attempt to exterminate these lawless barbarians, who live but by making slaves of every hapless Christian whom they can seize.

Extract of a Letter from Mr. W. Sidney Smythe, Midshipman of H.M.S. Havanna, dated St. Helena, 1st December, 1815.

"When Mr. BUONAPARTE was on board the Northumberland, he usually walked in the evening surrounded by his generals, who stood uncovered; he was much more distant and reserved than he was in the Undaunted: he often conversed with the officers of that ship, which was never the case on board the Northumberland. On the third evening after his arrival here, and about 7 o'clock, he came on shore accompanied by the Admiral, and by General BERTRAND: they walked together from the landing-place to the house fitted for his reception. *I very fortunately had been that day on leave, and was waiting for a boat at the very time of his landing*: besides myself, there was present only an army officer or two. He was dressed in a grey surtout coat, and had on a high cocked hat. I think he is almost one of the fattest men that I have seen. As it was not far to his house, my curiosity led me to follow him close; he spoke but twice; when he remarked to the Admiral the height of the rocks with some astonishment."[*]

Promotions and Appointments.

The Prince Regent has been pleased to create Admiral Sir Chaloner Ogle, Knt. a Baronet of the United Kingdom, Rear-Admiral Sir Richard King, Bart. to be Commander-in-Chief in India, *vice* Sir George Burlton, deceased.

Admiral Sir John Colpoys to be Governor of Greenwich Hospital, *vice* Lord Viscount Hood, deceased.

Sir Thomas B. Thompson, Bart. K.C.B. Comptroller of the Navy, to be Treasurer of Greenwich Hospital, *vice* Sir J. Colpoys.

Rear-Admiral Sir Thomas Byam Martin, K.C.B. to be Comptroller of the Navy.

Hon. Frederick William Aylmer, to the Severn; the Cydnus being found unfit for service; John Harper, to the Wye; Sir John Louis, Bart. to the Liffy.

Captains, &c. appointed.

Lieutenant Vincent, flag officer to Sir G. Burlton, is promoted to the rank of Commander; Captain S. Roberts, to the Tay; Thomas Gordon

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[*] What a near fulfilment of the prophetic words of our correspondent, ROBINSON CRUSOE! It is really curious to see how the Corsican JEZZAR is doomed to be either hunted or haunted by a SIDNEY SMYTHE: for it is no less strange than true, that there is a Midshipman of that name and family on board the Havanna frigate, who sailed for St. Helena about the same time that BUONAPARTE did; and who, perchance, may there hand him out of a boat, as his namesake did into one, on his voyage to Elba! (See ROBINSON CRUSOE's Letter, dated Nov. 5, 1815, in Naval Chronicle, Vol. XXXIV, page 391.

Caulfield, to the Malta; W. H. Dobbie, to the Pactolus; C. S. J. Hawtayne, to the Scamander; Samuel Chambers, to the Dee.

Chaplains appointed.

Rev. J. Cole, to be Chaplain of Greenwich Hospital, *vice* Maule, Superannuated.

Rev. Thomas Morgan, from Haslar, to be Chaplain of Plymouth Hospital.

Lieutenants, &c. appointed.

Abraham Pike, to the Algerene; James R. Allen, to the Wye; John W. Green, to the Conway; Charles Henry Scale, to the Cyrus; Thomas Sanders, to the Leander; Henry Ellis, to the Rivoli; Edward Purcell, to ditto; Peter Alston, to the Ramillies; Richard Hooper, to the Dee; E. H. Jacob, to the Ganymede; William Kelly, to the Bacchus; John Sutherland, to the Scamander; Thomas Daws, to the Cadmus; James B. Gullifer, to the Prometheus; John R. Blois to the Meander; Wm. Jones Prowse, to the Spey; Mark J. Currie, to the Rivoli; Rowland Morgan, to the Hyacinth; Herbert Ashton, to the Fly; William Palmer, to the Nimrod; S. Jervoise, to the Perseus; John T. J. W. Davis, to the Fly; Charles Thurgood, to the Antelope; George Fairless, to the Cherokee; Henry Sheridan, to the Malta; George H. Bowlby, to ditto; George S. Smith, to the Albion; Wm. Leardet, to the Perseus; Philip Justice (B), to the Meander; James Annesley, to the Cydnus; John Russel (B), to the Cydnus; E. H. Fitzmaurice, to the Larne; Thomas Pennington, to the Pandora; John Lechemere, to the Dee; Benjamin Aplin, to the Rivoli; W. H. Oldmixon, to the Onyx; William Price, to the Rivoli; Wm. Lloyd, to the Cadmus; James Davis, John Russel (2), C. Wyville, and James Annesley, to the Severn.

Masters appointed.

D. Murphy, to the Minden; J. March, to the Griffin; W. Aykbone, to the Rifleman; James Pearce, to the Saracen; A. Horn, to the Grecian; J. C. Atkinson, to the Falmouth; E. Bransfield, to the Severn; T. Cook, to the Tortoise, S.S; Francis Gordon, to the Comus; M. Holbrook, to the Childers; W. Hudson, to the Buffalo, S.S.; S. Brokinsha, to be Supernumerary-Master at Chatham; R. Pullman, ditto, Woolwich.

Surgeons appointed.

Mr. S. S. Hasted, to the Rivoli; Mr. Andrew Douglas, to the Argonaut, H.S; Mr. G. Roddam, to the Royal Charlotte yacht; Mr. R. Finlayson, to the Narcissus: Mr. Ob. Pines, to the Childers; Mr. W. Hogg, to the Peruvian; Mr. J. Leppu, to the Amphion; Mr. P. T. Creagh, to the Eurotas; Mr. T. Dunlop, to the Ister; Mr. R. M. Ford, to the Hope; Mr. P. T. Creagh, to the Forth; Mr. P. Cosgreave, to the Rosario; Mr. John Drew, to the Variable.

Midshipmen passed for Lieutenants.

Sheerness.—F. Monkhouse, S. Radcliff, G. W. Hebdin, J. B. Cragg, T. B. Whaler, H. Richmond, M. H. Bong, J. M'Cornish, J. Baxter.

Plymouth.—J. Griffith, T. Haswell, W. Baird, T. Twynham, T. S. Scriven, J. St. John.

Portsmouth.—C. Palmer, E. Clayson, C. Shaw, J. K. Cooper, J. M'Curdy, J. Robertson, C. Willmot, T. Wake, J. P. Cockrell, J. Emes, E. J. Clarke, H. Beyfield, E. Shacklock, T. Hewitt, J. M'Namara, J. Craven, P. Le Count, J. Hyde, T. Gurneys, A. D. Baldry, J. B. P. Chichester.

MARRIAGES.

On 23d January, Captain W. Wells, R. N. of Holme House, Hants, to Lady Elizabeth Proby, youngest daughter of the Earl of Carysfort.

On the 6th February, at Kingston Church, Captain Higgins, R.N. to Ann, eldest daughter of John Heynes, Esq. of Portsmouth Dock-yard.

Lately, Captain Bertie Cator, R. N. to Miss Atkinson, only daughter of M. Atkinson, Esq. of Portland-place.

DEATHS.

At Madras, Sept. 21, 1815, Sir George Burlton, K.C.B. and C.M.L. Rear-admiral of the White, and commander of H. M.'s squadron in the East Indies. His excellency had been slightly indisposed for some days previous to this mournful event, but not the most remote idea of serious consequences was entertained; on Thursday morning the Admiral found himself better than he had been for many days, and had been conversing with some of the commanding officers of H. M. ships in the Roads, when he was suddenly taken with violent spasms, and almost immediately expired. The name of Sir George Burlton stands too high in the records of the navy, to render it necessary for us here to notice his long and meritorious services to his country. He will be held in grateful remembrance by those who served under him; nor was he less beloved for the observance of every social and domestic virtue, than he was honoured and respected for the fulfilment of his public duties.

Every possible respect was paid to the remains of the deceased; and the last sad duty was performed on Friday morning. About half past six o'clock, the funeral procession moved from the government gardens, whither the body had been conveyed the evening before. The flags, both of the fort and of the several ships in the Roads were hoisted half mast high. Fifty-six minuteGuns, corresponding with the age of the deceased, were fired from the fort saluting battery, and from each of his Majesty's ships in the Roads. The procession was conducted in the most orderly—solemn manner, and moved nearly in the following order to St. Mary's church in the fort, through a street formed by all the troops in Garrison.

The Governor's Body Guard,
Grenadier Company of the 30th Regiment,
Royal Marines,
The Garrison Band (playing a solemn dirge),
A Body of seamen,
The Corpse,
Supported by four Captains of the Royal Navy.

The Right Honorable the Governor, as Chief Mourner, supported by His excellency the Commander in Chief next followed; and a very considerable number of the civil, military and naval gentlemen of the settlement also attended. The melancholy procession was closed by the escort.

When the funeral service was over, three rounds of musquetry and artillery were fired, which completed this mournful ceremony.

At Bombay, on the 14th September, Charles Northcote, Esq. naval officer and storekeeper.

At Jamaica, on 14th November last, in the 31st year of his age, Richard Speare, Esq. Secretary to Rear-admiral T. E. Douglas, Commander-in-chief of H. M. Ships on that station. He fell a victim to the malignancy of the climate after an illness of five days. The admiral, in communicating to the family this mournful event, concludes his letter as follows:

"It may afford some satisfaction to learn from me, that his care and assiduity, his attention and talents in his situation, and his kind regard for myself have won for him, during the short period of his residence here, the respect and esteem of all who knew him, and the lasting gratitude of one, who will ever cherish his memory as that of a dear and lamented friend."

Mr. Speare was orignally destined for an artist, and obtained considerable proficiency in the polite arts, as the several highly picturesque contributions from his pencil to this Chronicle abundantly demonstrate. But he quitted the pencil for the pen in 1803, and accompanied the British Envoy to the Court of Wurtemberg in 1804; where he served with credit as private secretary in difficult times, and under arduous circumstances. After the abrupt termination of that mission, Mr. Speare attended Admiral Sir Sydney Smith in the same capacity to his successive commands, on the Lisbon, Brazil, and Mediterranean stations from 1807 to 1814, Mr. Speare's useful share in the proceedings at Lisbon, which ended by the emigration of the House of Braganza; the merit of which has been wrongfully attributed to the then fugitive *Chargé d'affairs*, Viscount Strangford, has been duly recorded in the account of naval transactions on the coast of Portugal by Ralegh, see **N. C.** xxi, 377.

On the 23d of December last in the Royal Naval Hospital at Plymouth, in the 28th year of his age, Lieutenant William Arthur, of Newcastle upon Tyne, late lieutenant of his Majestys ship the Hotspur.

On the 18th January, Hervey Bagot, Esq. Commander, R.N. aged 25 years.

On the 23d January, at Whitby, Mrs. Moorsom, widow of Richard Moorsom, Esq. one of the Magistrates for the North Riding of Yorkshire, and mother of Vice-admiral Sir Robert Moorsom, K.C.B.

The 27th of January, at Stonehouse, in the county of Devon, after a lingering illness of fourteen months (occasioned by over-exertion in his professional duties), but which he bore with exemplary christian fortitude, Lieutenant John Kent, late fisrt lieutenant of his Majesty's ship the Thais, aged 26 years; third son of John Kent Esq. of the Royal Naval Hospital at Plymouth, and nephew to Vice-admiral John Hunter. Bred in the naval service from infancy, he had acquired the reputation of a good seaman; an active, steady, and diligent officer. Kind, benevolent, and generous hearted!—he was estemed by all who knew him.

In his domestic capacity he proved himself one of the best of sons, and brothers.—Cut off in the prime of life when his emulation inspired the hope that he would raise himself to eminence in his profession, his only surviving parent, and near relatives, most deeply feel their irreparable loss.

On the 29th January, at Penryn, Cornwall, Captain James Cock, of H. M. Packet the Chichester.

On 31st January, Lady Graves, widow of the late Admiral Sir Thomas Graves, K. C. B.

On 12th February, Miss M. F. Stopford, eldest daughter of the Hon. Vice-Admiral Stopford, K. C. B. of Buckland Abbey, Devon.

On the 29th ult. at Truro, Cornwall, aged 80, Mrs. Sibley, only daughter of the late Admiral Reynolds, of Penryn.

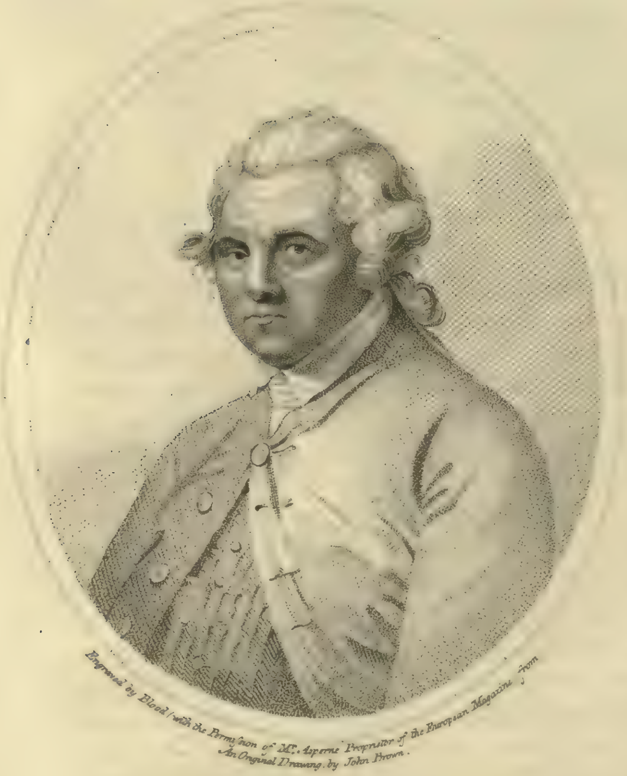
Lately, at the Cape of Good Hope, Miss King, neice to Rear-admiral Sir George Burlton, K. C. B.

Lately, at his house in Dartmouth-row, Blackheath, in the 75th year of his age, John S. Barbe, Esq. Captain R. N. and one of the elder brethren of the Trinity House.

Lately, at Exmouth, Valentine Gardner, Esq. brother to the late Admiral Lord Gardner, and uncle to the late Viscount Gardner, Rear-admiral of the White.

Lately, at his lordship's seat, Rochetts, Essex, the Right Honourable the Countess of St. Vincent, after a long and most afflicting illness.

PLATE CCCCLVI.



Engraved by Blood (with the Permiſsion of Mr. Asperne Proprietor of the European Magazine) from
An Original Drawing, by John Brown.

Alexander Dalrymple Esq.r
late Hydrographer to the Admiralty.

Publiſhed 30th March 1816, by Joyce Gold Naval Chronicle Office, Shoe Lane, London.

BIOGRAPHICAL MEMOIR

OF

ALEXANDER DALRYMPLE, Esq.

LATE HYDROGRAPHER TO THE ADMIRALTY.

> " Skilful to trace
> The Nautic course from varied place to place;
> Guardian of Commerce, on the trackless deep,
> From shoals and quicksands, and the rocky steep.——Anon.

THE vast importance of hydrographical accuracy to the mariner and his trust, of whatever description, directing his course through hidden dangers over distant seas, warrants the claim of biographical distinction, in all whose genius and industry have enabled them to make the nearest approaches to truth, for that the positive reckoning is rarely found, may be inferred from the varied statements of different observers, and would probably from the observations of the same observer at different times. The inestimable value of that diligence and skill which have ascertained the existence of those secret barriers and impediments to the seaman's progress, theretofore fatal to the lives and properties of the unwary, and traced the path of safety to future adventurers, entitles the man who has so exerted them to a gratitude commensurate with the beneficial effects of such exertion, and which may be termed almost *universal*, for to whom do not the advantages of foreign commerce reach, or where is the exception, mediately considered, of loss in the wreck of its adventures.

Of those to whom the world is thus eminently indebted, is the much-respected subject of our present memoir, the late Alexander Dalrymple, Esq. a man whose life seems to have been a series of labours for the public good.

This gentleman was born at New Hailes, near Edinburgh, the seat of his father, Sir James Dalrymple, Bart. auditor of the Exchequer, on the 24th July, 1737, which was also the forty-fifth anniversary of his father's birth, and was the seventh son of Sir James, by Lady Christian, daughter of the Earl of Hadington, a lady of most excellent character, and the mother of sixteen children. Of these, the eldest, Sir David Dalrymple, became one of the Lords of Session, by the title of Lord Hailes, and distinguished himself in the literary world by many excellent and useful writings. James attained the rank of lieutenant-colonel in the army; Hugh died a captain in the royal navy; and John was repeatedly Lord Provost of Edinburgh.

At an early age, Mr. Dalrymple was taught geography by his father, who enlivened his lessons by narratives of his own travels in Europe. But his general course of education was administered by Mr. David Young, of Hadington, whose school was at that time in high reputation, and Mr. Dalrymple was considered as a good scholar. At the age of thirteen he lost his father, a loss which is generally attended, more or less, with derangement in the family system.

What had been the views of Sir James as to the future disposal of his son, or whether he had made up his mind on the subject, does not appear; but the inclination of the latter having been biassed, by perusing NIEUHOFF's *Voyages*, and a novel of that time, called Joe Thomson, he felt a strong desire to go to the East Indies, a desire which seems to have been providentially gratified by the following means:—The Hon. General St. Clair having married Sir James's sister, then relict of Sir John Baird, Bart. in 1752, the general's intimacy with Alderman Baker, Chairman of the East India Company, enabled him to obtain from him the promise of an appointment for his nephew, as a writer in the Company's Service. In consequence of this promise, Mr. Dalrymple left Scotland in the spring of that year, and arrived in London, accompanied by his brother, Sir David. The only qualifications requisite at that time for such an appointment were, *writing*, and a *knowledge of merchant's accounts*, and for the competent acquisition of these, Mr. Dalrymple was placed at the academy of Mr. Kinross, at Four-Tree-Hill, near Enfield, for some months previous to his appointment. Under this gentleman, he received not only his especial tuition, but much general instruction for his conduct through life. The time limited was, however, far too short for him to acquire that full proficiency that might warrant a positive certificate from Mr. Kinross, as to his capability of keeping a set of merchant's-books, and a demur was made, that the terms of the certificate was not sufficiently direct; more was, however, not insisted on; and Mr. Dalrymple was, on the 1st of November, 1752, appointed a Writer in the East India Company's Service; and on the 8th of November stationed on the Madras establishment.

Early in the following year his friend Alderman Baker disqualified; and it probably was in anticipation of this event, that a prematurity both of the requisite abilities and of age was ventured, for by the regulations of the Company, the person appointed was not to be under sixteen years of age, whereas Mr. Dalrymple wanted a few months of it; and the conscientious principles of Lady Dalrymple strongly opposed the imposition such as it was, against the assurance of Alderman Baker, that the *spirit* of the regulation was merely to prevent the admission of infants, and did not render the difference of a few months a precluding objection. Mr. Dalrymple's family having no other India connections, there was a kind of *necessity* for their plea, and Mr. Dalrymple, as we have above stated, received his appointment.

The following anecdote is worthy of record as a good moral document:—

Mr. James Baird, then of Downing-street, and afterwards of Soho-square, an army agent, carried Mr. Dalrymple some time previous to his leaving England, one day to Chelsea, where Mr. Baird visiting Sir John Trelawney, then a very old man, they were invited to stay dinner. Mr. Dalrymple having drank a glass or two of wine, passed the bottle. This the old man took notice of, and said, to this effect:—"Young man, I am very glad to see that; always judge for yourself, and you will do right; few men act wrong of their own inclination, but by following example, and wanting the resolution to judge for themselves, when example ought to be followed, and when not."

About the middle of December, 1752, Mr. Dalrymple embarked at Gravesend on board the Suffolk Indiaman, commanded by Captain William Wilson, and on the same night the ship took fire in the gun-room, but was fortunately discovered in time, and extinguished without much injury.

Another difficulty had presented itself in the outset of

Mr. Dalrymple's undertaking: the captain having three supercargoes going as passengers to China, was unwilling to receive him; General St. Clair was, however, destined to befriend him even in the last stage of his departure, for being the particular friend of a Mr. Wilson, afterwards Sir Thomas Wilson, who was the intimate friend of Mr. Richard Lewin, the chief mate, and subsequently the successor of Captain Wilson, that gentleman by this gradation of influence was induced to consent to the reception of Mr. Dalrymple, but left him to the kindness of Mr. Lewen for his accommodation on board, who gave him at all times the use of his cabin.

On the 26th of December, the Suffolk sailed from the Downs, and having made a fortnight's stay at the Cape of Good Hope, arrived at Madras on the 11th of May—a day since memorable by the death of three great men—the famous William Pitt, Earl of Chatham; George Lord Pigot, and the late unfortunate Mr. Perceval.

Captain Wilson's longer acquaintance with Mr. Dalrymple, made him less indifferent to his interests; we find that not only during the voyage to Madras, but during the remainder of his life, Captain Wilson's kindness to Mr. Dalrymple was that of a parent. At Madras he made his house a home to him; which was the more acceptable, inasmuch as his letters of recommendation were of little benefit to him, and left him nearly as much an unbefriended stranger as he would have been without them. He had a letter from Lord Northesk, who had been in India, to the Governor, Mr. Saunders, but which was a mere letter of complimentary introduction, from a gentleman to a gentleman, personally unacquainted with each other. Those to whom his other letters were addressed were either dead or absent, with the exception of one, who, he was told by Mr. Charles Bourchier, then Secretary to the Governor, was so abandoned to drunkenness, that a connection with him would be a disgrace.

It was now that the insufficiency of his qualifications was to produce its effect. The Secretary's office, which was the only school where a general knowledge of the Company's affairs was to be learned, required better penmanship than Mr. Dalrymple could produce; and he was accordingly put under the Storekeeper, where nothing was to be learned worth learning, and where he was secluded from the notice of persons in superior stations, and by consequence, from any chance of advancement.

And here like his Guard'ian Genius, General St. Clair was again destined to rescue him from his difficulty. Lord Pigot was appointed to succeed Mr. Saunders as Governor, and came down for that purpose from Vizagapatam to Madras, in October, 1754. To that nobleman, Mr. Dalrymple had a letter from his brother, Admiral Pigot, who was intimate in the family of General St. Clair, recommending him strongly to his protection; and so kindly did that nobleman comply with his brother's desires in favour of Mr. Dalrymple, that perceiving the primary obstacle to Mr. Dalrymple's progress, *viz.* a bad hand-writing, he himself condescended to instruct him; and effectually taught him in a short time to write, with ease to himself, a good and fluent hand; and so much like his own ordinary writing, that he often mistook it for his own. Mr. Dalrymple was now removed to the Secretary's Office, and under the favourable auspices of the Governor's patronage.

There must have been in Mr. Dalrymple a power of mind, or a fascination of manners, that made up all deficiencies in the more immediately necessary qualifications for the business before him. We have just seen the condescension of Lord Pigot to teach him a mode of writing that might justify his pretensions to employment. We have now to relate the friendship of Mr. Orme, the historian, who being then a member of council, and accountant, endeavoured to obtain for him the appointment of sub-accountant under him, and on his ignorance of accounts being candidly acknowledged, said it should be no objection, as he would himself qualify him in that respect. This gentleman's friendship resulted from the circumstance of Mr. Dalrymple's having written a note to him as Commissary, in behalf of an officer whose affairs he had then the management of. The office of sub-accountant was both honorable and advantageous, inasmuch as by the Company's regulations, after balancing a certain number of sets of books, the person occupying that station was entitled to any employment at the subordinate's that became vacant, not occupied by a member of Council. This appointment, however, did not take place, but he ever after retained the friendship of Mr. Orme, and the advantage of a free access to that gentleman's library, an advantage doubly estimable from the rarity of books, and the excellence of Mr. Orme's selection.

In this library, Mr. Dalrymple met with BOUVET'S *Voyage*, in French; what the peculiar attraction of Bouvet's voyage was to Mr. Dalrymple, who was then totally unacquainted with the French language, we know not; but it induced him to acquire, by his own industry and the help of a dictionary, enough of it to enable him to translate it. It appears that Mr. Dalrymple, when a boy, was possessed of such an antigallican spirit, that although compelled to go to a French school, in Edinburgh, previous to his leaving Scotland, he would not learn French.

The conciliating character of Mr. Dalrymple obtained him, while in the Secretary's office, the active friendship of Mr. Dupré, the secretary, by whose interest and solicitation Mr. Dalrymple was at length appointed deputy secretary, with the prospect of the secretaryship in succession. In this station, we see the zeal of Mr. Dalrymple verging upon ambition; for it appears, that while examining the old records, to qualify himself, by a knowledge of them, to fill the office of secretary, he found the commerce of the Eastern Islands was an object of great consideration with the Company, and the attainment of it became the immediate object of his aspiration.

It rarely happens that impressions of this decided nature, to which some do not scruple to apply the term *inspiration*, occur unattended by circumstances favorable to their practical efficacy. His old friend, Captain Wilson, arrived at Madras about this time, commander of the Pitt, of 50 guns, having been appointed by the East India Company commodore of all their ships and vessels.*

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* The circumstance which obtained this distinguished mark of the Company's favor deserves to be commemorated. The Suffolk, Captain Wilson, as senior officer, commodore; Houghton, Captain Walpole; and Godolphin, Captain Hutchinson; were, on their passage home to England from China, encountered by a French ship of the line and a large frigate, off the Cape of Good Hope, in the night, and exchanged some shot: Captain Wilson endeavoured to get away; but finding the French ships outsailed the Indiamen, in the morning he made the signal for the line, and bore down upon the French. M. de Soupire, second in command to General Lally, was on board the ship of the line. On seeing the English bear down, he desired the French captain to pursue his voyage, without engaging further. The captain remonstrated, questioning his authority to interfere, and declaring they were but merchant ships, incapable of defending them-

The commodore had on board Sir William (then Colonel) Draper, and part of his regiment. The Pitt was destined for China; and hence arose a nautical question, which ultimately led to the prosecution of Mr. Dalrymple's design. In the course of his voyage to Madras, Commodore Wilson had been considering in what manner his passage to China might be effected at that season; and the result of his reflections was, that the same principle by which ships went to the Malabar coast and Persia from Madras in the south-west monsoon, was applicable in a passage to China; *viz.* by crossing the line, and taking advantage of the contrary monsoons that prevail at the same time in north and south latitudes. That as the ships from Madras stand to the south-east with the south-west winds, till they get into the south-east trade in south latitude, and then stand westward till they are to windward of their intended port, when they cross the Line again into north latitude; it appeared to Commodore Wilson, that the north-west winds would, in south latitude, carry him far enough eastward to make the north-east wind a fair wind to China.

On his arrival at Madras, the subject was revived, and Mr. Dalrymple's opinion requested, which concurring with his own, Commodore Wilson proposed to Governor Pigot his departure for China, agreeably to his plan thus conceived. Mr. Dalrymple was now again consulted by the Governor, and again delivered his opinion, which he warranted by explanatory arguments in favour of the plan; and Commodore Wilson was despatched by the Governor to China, but left to his own discretion as to the route he should pursue, the Governor being unwilling to take the responsibility of the Commodore's success, by giving him a positive order to prosecute a course of navigation under circumstances of but conjectural effect.

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selves against so superior a force. M. Soupire produced his authority to command in the absence of General Lally and Count D'Apsché, and ordered him to pursue his voyage; declaring, that he did not question their being merchant ships, but as it appeared they were determined to defend themselves gallantly, an accidental shot might disable his ship, and entail fatal disappointment on the expedition to India, of which that ship made a part, and that the prize of some merchant ships was of no consequence to the King of France.

This conveys a forcible lesson against despondency, as the escape of the Indiamen arose entirely from Captain Wilson's good conduct.

The voyage was, however, performed to the advantage of the Company, and to the credit of Commodore Wilson's judgment, who was rewarded by a presentation from the Company of a gold medal. The circumstance is highly worthy of record in the NAVAL CHRONICLE, and is not irrelevant to the subject of our memoir, for it was in the discussing of this question, that Mr. Dalrymple seized his opportunity to propose to Governor Pigot his first step for the recovery of the commerce of the Eastern Islands, and he received permission to go in the Cuddalore schooner to the eastward, on a voyage of general observation on his part, although the destination of the vessel was particular.

But in the mean time, the siege of Madras, under the French general, Lally, was commenced, and carried on from the middle of December, 1758, to the 17th of February, 1759,* at which

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* During the siege of Madras, Mr. William Roberts, who had been a supra-cargo to Manilla, was killed by a shell; in his collection were some Spanish Histories of the Philipines: these Mr. Dalrymple purchased; and although entirely ignorant of that language, with the assistance of a dictionary, taught himself it sufficiently to obtain much information concerning those parts, particularly concerning Sooloo.

It ought, perhaps, to be observed, that during the siege of Madras, the first collection of the South Sea Voyages was made by Mr. Dalrymple, as it shews how little influence that siege had on people's minds at the time; not that this was the peculiar situation of his mind, but it was the sense that pervaded with almost every body, even the Black people, who were unconnected with martial affairs; this the two following instances will confirm. The Shaftsbury Indiaman being a very bad sailer, and consequently retarding the fleet that was bringing the troops to the relief of Madras; the sick were put on board off Ceylon, and that ship was left to make the best of her way by herself, no idea being entertained that this ship could reach Madras before the fleet; however, by accidental winds it so happened. There was then in Madras road, the Haerlem, a 50-gun ship, which the French had taken from the Dutch, though then at peace, and a French frigate. Mr. Dalrymple was sent off in a Massoolah, which is the boat rowed by Black people, used for passing the surf at Madras, with orders to the Shaftsbury, then coming into the road: when he got on board, the French frigate came to attack her; upon this the boat's crew, instead of endeavouring to get away, which they might easily have done, came on board the Shaftsbury, and asked Mr. Dalrymple if they should go to the guns; the frigate fired a broadside, which being returned by the Shaftsbury, the frigate fired a few guns more, and sheered off.

Some other boat people, early in the siege, were sent to carry the ladies from Madras to Sadras, a Dutch fort a few miles to the southward; when the boats reached Sadras, they found the French had seized the Dutch fort.

The French loaded the boats with shot, &c. for the assailants at Madras, putting a few French men into the boats, to take care of the ammunition. The boatmen were unarmed, but they concerted together, and took an opportunity of seizing time Mr. Dupré offered to resign the secretaryship in favour of Mr. Dalrymple, his deputy, and the Governor urged it as a more beneficial object to Mr. Dalrymple; but it was urged in vain; the enterprise was flattering to his ambition, at least, and perhaps to his hopes and expectations; the Governor, therefore, finding his representations ineffectual, and desirous that he should be adequately provided for his voyage, advised him to go down to Bengal, at that time governed by Colonel (afterwards Lord) Clive, for that purpose. But as that must have subjected his project to another consideration, and perhaps an adverse opinion, he chose rather to go in the Cuddalore, equipped as she was, than to take the chance of a disappointment. The siege had, however, so drained Madras of her stores, that it was impossible to afford the vessel a supply sufficient for the voyage, and she was ordered to obtain them at China, from the ships that resort thither.

But it was not in the Cuddalore that Mr. Dalrymple was destined to commence his undertaking. The Hon. Mr. Thomas Howe, then commander of the Winchelsea, being about to take his departure for England by way of China, meeting Mr. Dalrymple at the Governor's, obligingly said, that as he understood he was going to sea, he should be glad of his company, with his friend Colonel Draper, who was going to England, so far as their way lay in the same direction; the offer being accepted, Mr. Dalrymple embarked in the Winchelsea, the 22d of April, 1759.

It is at this period that we are to consider Mr. Dalrymple as becoming a nautical character; and from the Hon. Mr. Howe he received his first nautical tuition.

The Cuddalore having sailed under the secret orders of the Governor, her cargo was not of that competent description which the Council would have supplied. In the countries she had to visit, there was no regular communication with our commerce; a small cargo was put on board at the expence of the Governor, and the captain was allowed a fourth concern. On the evening

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the Frenchmen, whom they brought prisoners to Madras, with the shot, &c. the value of which was given to the boatmen, for their good services. These little incidents shew the temper and disposition prevailing at that period, when our good faith was as conspicuous in India as our courage.

previous to the embarkation of Mr. Dalrymple, the Governor presented him, without any prior intimation, with an instrument, assigning to him whatever *profits* might accrue from the *three-fourths* concern; thus evincing his friendship for Mr. Dalrymple, and his own disinterestedness, in the undertaking he had sanctioned.

Mr. Dalrymple proceeded in the Winchelsea as far as the Strait of Malacca, which was there joined by the Cuddalore, Captain George Baker, she having been despatched thither a few days before the Winchelsea. On the 3d of June, Mr. Dalrymple embarked on board the Cuddalore, in the Strait of Sincapore.

Mr. Dalrymple having never published any connected journal of this voyage, we shall confine our notice of it to his transactions at Sooloo, we believe then first visited by the English, which were the chief result of his voyage. The government of Sooloo is by the Sultan, and a national council, in which the nobility and orankies, or commons, meet to deliberate; but the authority is vested in three officers of hereditary succession; *viz.* the Sultan, Dato Bandahara, who represents the nobility, and Oranky Mallick, the popular representative, and all matters of government are determined by the concurrence of two of the States, of which the people must be one.

Under sanction of a treaty made with the Sultan, Mr. Dalrymple entered into a contract with the principal persons of the country, the obligation of which on his part was, that a cargo should be brought on account of the East India Company, and on theirs, that it should be received at 100 per cent. profit, and a cargo provided which should yield at China a profit of another 100 per cent. At the head of this contract, on the part of the Indians, was Dato Bandaraha,* a man greatly esteemed by his dependants, and powerful by their number, and his influence with the nobility.

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* The person then filling the hereditary office of Bandahara, was as conspicuous for the probity and exalted justice of his character, as by his distinguished rank, of which, whilst Mr. Dalrymple was at Sooloo in 1761, an occasion occurred for Bandahara to exert; there were at this time two Chinese junks in Sooloo Road. In the cargo of one of them the Sultan had an interest; the other belonged entirely to Chinese merchants, of Amoy. The Sultan, who was very avaricious, in hopes of getting money from the Chinese, or thinking, perhaps, that it would be more advantageous for the sale of the cargo in which he was concerned, laid an embargo on the other junk; Bandahara and Oranky Mallick

As security to Mr. Dalrymple, the Bandahara made every one, whether of the nobility or people, who chose to participate in the cargo, sign an instrument, specifying to what amount they engaged to deliver goods in return. The rates of the goods to be delivered in return was settled, and they bound themselves to make up any deficiency there might be of 100 per cent. average profit in China, claiming for themselves any surplus that might arise above 100 per cent.

Having concluded this promising negociation, Mr. Dalrymple returned to Madras on the 28th of January, 1762. He immediately laid a statement of his proceedings before the Company's administration, which were of course approved; and on the 2d of March following, Mr. Dalrymple was commissioned to provide the cargo with all possible expedition. The prospect of such certain profits induced a desire in many individuals to undertake the voyage as a private adventure; but the representation of Mr. Dalrymple to Governor Pigot, that as the expences hitherto had been the Company's, whatever profit might accrue should be their's also, prevailed as a reasonable and valid objection against them.

Mr. Dalrymple's own expences in the voyage amounted to 612*l.* which were repaid him by the Governor and Council, and the expences of the Cuddalore for provisions, wages, repairs, &c. in a voyage of three years, did not amount to more than 4000*l.*

The cargo being completed, it was arranged for the Royal George, Captain Skottowe, to proceed with Mr. Dalrymple to Sooloo, with part of the cargo, and an Indiaman to follow with the remainder. But, in consequence of Mr. Dalrymple's recommendation, the London packet, just then arrived from England, was substituted, as being less expensive to the Company, and interfering less with other arrangements, the Royal George being

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remonstrated with the Sultan on the impropriety of this behaviour to merchants, but without effect; upon which Bandahara, and Oranky Mallick, with Pangieema Milaham, a person of a military order, consonant to antient knighthood, went on board the China junk, in which the Sultan had an interest, and brought her rudder on shore; informing the Sultan, that they would detain the one, if he obstructed the departure of the other; this well-timed interference had its due effect, and both junks proceeded without farther molestation, on their voyage home.

wanted to carry back to Bencoolen the Company's servants on that establishment, who had been made prisoners by the French.

The London was, accordingly, on the 10th of May, 1762, appointed to convey the cargo to Sooloo, and fifteen military coffreys were ordered on board; and on the 31st. Mr. Dalrymple was, by commission, appointed captain of the London.

Advice of this voyage had been sent by the President and Council, in a letter to the Court of Directors, dated 17th April, 1762, in which Mr. Dalrymple was stated as "a man of capacity, integrity, and unwearied application."

Of Mr. Dalrymple's project and proceedings, the late Admiral Kempenfelt* (then captain to Admiral Pocock†) writes to that gentleman, in a letter dated on board his Majesty's ship Norfolk, in Madras Road, 1st April, 1762:—

"The Company have a fair field open to them to establish their trade upon an advantageous footing; but I apprehend it will require a nice judgment and dextrous management to effect this, in such a manner as not too much to alarm and raise the jealousy of other European States. It must not be by attempting to ingross much, but by a moderate and judicious choice of what trade they take to themselves, and of the places they establish settlements at.

"I find we may, if we please, have a share in the spice trade, without interfering with those islands the Dutch have settlements at, as in the south-east part of those seas are many islands, probably not known to the Dutch, abounding with spices; some of them producing cinnamon equal to that of Ceylon, besides several other commodities for commerce. These discoveries have been made by a young gentleman of this settlement (Dalrymple); he is lately returned here, having been absent amongst these islands three years, in the Cuddalore schooner, to make discoveries and observations. Mr. Pigot was very happy in his choice of this young gentleman for such a service, as he is a person of a good education, quick parts, and talents naturally adapted for such an employ. His observations have been far from superficial; he has penetrated deep in his inquiries, and directed them to such objects as most concerns the interest of the Company to know. He is now going amongst these islands in the Royal George, with a cargo, to commence the establishment of a trade which may, in time, prove the source of great profit to the Company.

"While this gentleman was out upon this discovery, he was at Manilla, on the island of Luçon; he learnt there, by his acquaintance with some of the Jesuits, that they are at present possessed of a fund of 123,000 dollars, for prosecuting discoveries, and establishing settlements in those parts lying to the southward of the Moluccas; a track that we know nothing more of than that there is land, but whether continent or island no discoveries yet have reached far enough to determine."

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* For memoir and portait of Admiral Kempenfelt, see 𝔑. 𝔆. vol. vii. p. 365.

† *Vide* 𝔑. 𝔆. Vol. viii. p. 441. for a portrait and memoir.

The Governor and Council of Madras, in their instructions to Mr. Dalrymple, dated 7th of June, 1762, say :—

> " We do not stipulate any commission to you, for your care and trouble in this voyage, being persuaded that your good and faithful services will meet with a more ample reward from our masters than we think ourselves authorised to promise you : we shall not fail to give them a just information of your proceedings, and recommend to you a full confidence in their generous consideration of your zeal, as the surest way to obtain their favour."

From this time the whole interest of Mr. Dalrymple's exertions became the Company's ; even the adventure in the Cuddalore was made over to the Company, and Governor Pigot repaid by them the amount of the outfit. In this instance, however, the documents before us are not sufficiently explicit. We were told, that one-fourth of that concern was made over to Captain Baker, and that the profits of the Governor's three-fourths were formally presented to Mr. Dalrymple; we find no account of its success—the profits would hardly be made over, and the loss would surely not be accepted.

Had the success of this voyage been commensurate with the exertions made to obtain it, there can be little doubt that all parties would have been proportionally gratified ; but to that success the very first step was adverse in its consequences, and it would appear from what is stated, that a certain ambition, or vanity, or self-gratification, had also its share in the motives of Mr. Dalrymple for recommending the substitution of the London packet for the Royal George, the larger vessel for a smaller ; but in the Royal George Captain Skottowe must have commanded, in the packet Mr. Dalrymple could himself be captain. Another cause of failure was, that the Indiaman which was to follow, not being able to find her way to Sooloo, carried the remainder of the cargo to China, from whence being sent to Manilla, it was thence sent to Sooloo, and imprudently delivered before the former account was settled. To these causes it is finally to be added, that Mr. Dalrymple, on his arrival at Sooloo, found many of the principal inhabitants swept off by the small-pox, and the rest dispersed: the cargo to be received thence was unprovided, and to add to this, of itself sufficient cause, the honest, conscientious, Bandahara, had died soon after the departure of Mr. Dalrymple the preceding year.*

In this unexpected state of affairs, Mr. Dalrymple, instead of that ready and profitable exchange which he was prepared to commence, had new arrangements to propose and accede to; the result was, that one half of the cargo brought in the London should be delivered, to enable the Sooloos to provide goods for the expected Indiaman. The Indiaman did not arrive—the London was not large enough to receive the goods they had provided—and the necessity of her departure left them no alternative but that of delivering the remaining part of her cargo, as an appeal to the honor of the Sooloos, to make good their engagement to the extent of the present delivery. Thus were the Sooloos in possession of all, to return something.

The object of the voyage was not, however, wholly lost; Mr. Dalrymple obtained a grant of the island of Balambangan for the East India Company, and took possession of it on the 23d of January, 1763, in his return to Madras.

Mr. Dalrymple's project having thus failed in its first practical adventure, was now to be again considered in a general view, the most easy and most flattering part of all projects, and he was advised by his friends to make a full and formal representation to the Court of Directors, in order to obtain the aid indispensably necessary to the success of any future intercourse with the Eastern Islands: Mr. Dalrymple accordingly determined to proceed to England for that purpose.

But the President and Council, responsible for the expences of the voyage and adventure, perhaps, not willing that Mr. Dalrymple should leave the affair in such a state of derangement, without some farther exertion for its adjustment, thought proper that he should again visit Sooloo, in his way to China in the Neptune Indiaman, and from China to embark for England.

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* A few days before the death of this good man, he sent for the Linguist whom Mr. Dalrymple had employed, and who had remained behind at Sooloo, asking if he thought the English would certainly come again. The Linguist declaring that it was not to be doubted; Bandahara thereupon expressed his concern, saying, that it would have made him very happy to have lived to have seen this contract faithfully performed on their part, and the friendship with the English established on a firm footing. The Linguist obseved, that they were all equally bound. Bandahara replied, that although this was true, all had not the same disposition; and perhaps none else the power of enforcing the due execution of their engagements; but that he was resigned to the DIVINE WILL!

On the 5th of July, 1763, Mr. Dalrymple sailed in the Neptune, and after a tedious passage, arrived at Sooloo on the 7th of September, which left the ship but twelve days of the time limited for her departure, and which were insufficient to receive all the goods provided in payment of the cargo left by the London. In the meanwhile, many of the goods so provided had been loaded in Chinese junks, the Sooloos having given up the expectation of any ship's arrival.

But notwithstanding Mr. Dalrymple had before his eyes the present disastrous state of his trading concern, he did not lose sight of the means of its future prosecution. On the 19th of September, the day of his departure, he obtained the additional grant for the Company of the north end of Borneo, and south end of Palawan, with the intermediate islands. Mr. Dalrymple had been authorized by the President and Council to enter into a further contract with the natives of Sooloo on the Company's account, upon the assurance of a ship being sent the succeeding year. This contract Mr. Dalrymple did not think proper to make, as the old account was still in arrear; instead, therefore, of a fresh contract, he enjoined the Sooloos to provide the adjustment of the balance, in goods for that ship to receive.

The Sooloos were now in the condition of unaccredited merchants; and Mr. Dalrymple conceived it expedient to call at Manilla in his way to China, to acquaint the Company's administration there with the state of affairs at Sooloo. Here he found the old Sultan of Sooloo, who had fled from the Spaniards for English protection, and who now urged Mr. Dalrymple to return with him to Sooloo, under the notion that his presence would greatly contribute to his restoration; promising liberally in return that every thing that could tend to the advantage of the East India Company should be done. This liberality of promise in the present adverse state of affairs at Sooloo, induced Mr. Dalrymple to desist from his intention of returning to England by way of China.

Orders arrived during Mr. Dalrymple's stay at Manilla, for the delivery of that place to the Spaniards, and for the short time previous to its evacuation by the English, Mr. Dalrymple was requested by the Members of the Council to accept the Government, the Spaniards having declined any communication with the Government, under the presidency of the Deputy Governor, Mr. Drake, on account of certain imputations against that gentleman.

Mr. Dalrymple conceived it his duty to accept the office, but the King's officers refused to acknowledge the appointment, alleging that Mr. Drake had abdicated the government, and had not the authority to make it. The Company's agents, therefore, having protested against them, and embarked the Company's treasure, left them responsible for all consequences, and retired to Cavite, on the 30th of March; on the 11th of April, the place was delivered up to the Spaniards, and Mr. Dalrymple, with the garrison of Manilla, proceeded to Sooloo with the old Sultan, in the London Packet.

The transports with the troops having taken their departure for Batavia, Mr. Dalrymple, on the 8th of June, 1764, sent the London Packet to Balambangan, in expectation of the ship from Madras, himself remaining in a small galley at Sooloo, being the only European there.

The conduct of the old Sultan was consistent with his promises, for being restored to his government, Mr. Dalrymple received from him, and the principal officers of the State, on the 29th of June, a grant for the Company, of the northern part of Borneo, from Keemannees on the west side, to Towson Abai on the north-east.

The conduct of the government at Madras was less punctual. Notwithstanding the assurance given to Mr. Dalrymple in his instructions, that a ship should be sent to Balambangan, no ship arrived. Mr. Dalrymple proceeded thither in the galley, and planted there many cocoa-nut and fruit-trees; he then returned to Sooloo, not a little disappointed by this neglect on the part of the Madras Government, which was the more inexplicable, as the Pitt had arrived in January, 1764, with the favorable sentiments of the Company, dated 13th May, 1763, thus expressed:—

> Par. 18. We now direct, if you find a residence at Sooloo is feasible, that Mr. Dalrymple be appointed our Resident there, if he chooses it.

Although there may not be an immediate prospect of any considerable profits by trade, yet, by a residence there, opportunities may be had of exploring those parts, and striking out some advantages very beneficial to the Company; and from what we have observed of Mr. Dalrymple's conduct in this affair, we make no doubt of his acquitting himself in the said station fully to our satisfaction."

Being thus left without the means of improving the advantages he had obtained, Mr. Dalrymple left Sooloo in the London Packet, and reached China on the 22d of November.

At Canton, Mr. Dalrymple became acquainted with the Company's favorable sentiments of his project, and he was induced to hasten his return to England to obtain a more firm and immediate support in the prosecution of it; but unfortunately for his expectations, Mr. Sullivan, under whose ascendancy in the Direction the favorable opinion of Mr. Dalrymple's proceedings had been stated to the government at Madras, was no longer in the administration of the Company's affairs, and his successors viewed the plan with less ardent expectation of advantage from it.

Whether Mr. Dalrymple did at that time fully state to the Company the advantages which an intercourse with the Eastern Islands would produce, does not appear, although it is more than probable that he did, for on what other ground could he personally solicit the aid of the Company; he, however, in the year 1769, printed, and, in 1771, published them, in a pamphlet, entitled, "*A Plan for extending the Commerce*," &c.

We are now arrived at that period of Mr. Dalrymple's life, when the appointment was first talked of which more especially entitles him to a place in our CHRONICLE, that of Hydrographer to the Admiralty, an office then first proposed, and as we learn in the following way:—Mr. Dalrymple had agreed to accompany his friend, the Hon. Thomas Howe, to the Downs, on board the Nottingham Indiaman, of which he had got the command after the loss of the Winchelsea in Bengal River. In the passage from Gravesend, Lord Howe accompanied his brother and Mr. Dalrymple; and it being observed in conversation, what a loss and shame it was, that there should be no Hydrographical Office established in this country, Mr. Howe asked Mr. Dalrymple if he should like such an office. Mr. Dalrymple replied, if he did not go back to India, he should like it very much. Some time after, Lord Howe called on Mr. Dalrymple, who happened to be from home; but meeting in the street a few days after, Lord Howe informed Mr. Dalrymple, that in consequence of what had passed with his brother, he had urged Lord Egmont to establish such an office, and had informed his Lordship that there was a very proper person in his eye, whom he would name if such an establishment took place. Lord Howe said he had called on Mr. Dalrymple to say that Lord Egmont had recently informed him his Majesty had been pleased to approve of the office, and promised to assign *500l.* per annum for that purpose. The appointment, however, was destined for a more distant day. There seems to have been a little cross-dealing on the occasion. It was evidently the intention of Lord Howe, that Mr. Dalrymple should be the person appointed, that gentleman having mentioned the affair to a person in the royal navy, he immediately applied to Lord Egmont, and obtained his Lordship's promise in his own behalf.*

Mr. Dalrymple having communicated to Earl Shelburne, then Secretary of State, his collection of South Sea Voyages, when it was proposed to send persons to observe the Transit of Venus, in 1769, he was thought of as a proper person to be employed on that service, and for prosecuting discoveries in that quarter. Mr. Dalrymple accordingly accompanied the Surveyor of the

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* Whether this was the cause of opposition, and a consequent postponement of the office, does not appear; but the following anecdote may tend to prove that Mr. Dalrymple might not be equally an object of patronage with Lord Egmont and Lord Howe:—Manilla being captured by the English in 1762, Captain Kempenfelt brought home the admiral's despatches of that event. The Earl of Egmont, who then presided at the Admiralty, was intent on prosecuting discoveries in the South Seas, and applied to Captain Kempenfelt for information on the subject: that gallant officer, with the liberality so distinguishable in his character, instead of recommending himself to the attention of the First Lord of the Admiralty, by the information he had received from Mr. Dalrymple, without any reserve or confidential communication, but merely in conversation, told the Earl of Egmont, that all he knew on the subject he had learned from a gentleman, who was expected home, offering to introduce him to his Lordship when he arrived. The Earl of Egmont desired him to do so; and Captain Kempenfelt called on Mr. Dalrymple, after his return to England, and informed him of the Earl of Egmont's desire to see him, with an offer to introduce him; which Mr. Dalrymple declined, as his friend Lord (then Sir George) Pigot and the Earl of Egmont were at variance.

Navy to examine two vessels which were thought fit for the purpose, and by his judgment one was purchased. But the command of her was destined to other authority. Admiral Hawke, then at the head of the Admiralty, was persuaded that he would be liable to parliamentary impeachment if he employed any but a naval officer, and the objection of Mr. Dalrymple to undertake the voyage in any other capacity than as chief, being insurmountable, the engagement on his part was decidedly terminated. Arrangements were proposed that the officer should be enjoined to receive instructions from him, and his promotion was to depend on his obedience to them, but nothing less than the rank with the authority would satisfy him. The person appointed is too well known to need any mention.

In June, 1769, ten years after his first quitting his civil station at Madras, to promote the Company's interest by an extension of their trade to the Eastern Islands, he was presented by the Court of Directors with the sum of 5,000*l.* as an equivalent for the emoluments he had relinquished as Secretary at Madras.

About the same time, Mr. Dalrymple was appointed to the government of Balambangan, measures having been resolved on by the Company to effect a settlement there; and the Britannia was ordered to be fitted out for that purpose, under the command of Mr. Dalrymple; but a difference with the Directors annulled this appointment also; and another gentleman proceeded thither, who was possibly more pliant to the general wishes of the Court.

The conduct of this gentleman at Balambangan was, however, not satisfactory; and, in the year 1774, the Court of Directors determined on sending thither a supervisor. Mr. Dalrymple now again offered his services, on condition that after every expense that had occurred under his managment, including the exploring voyage, should have been reimbursed, a small portion of the clear profits (but how small does not appear) of the establishment should be granted to him and his heirs. Mr. Dalrymple engaging that the expenses of the establishment should not exceed 10,000*l.* per annum. This proposal was referred to a Committee, and ultimately rejected. The Settlement was soon after cut off by a set of free-booters from Sooloo; but as this was effected without bloodshed, imputations of neglect and mismanagement have been made, and considered as the real causes of failure, where an opposite course of administration would have insured the stability of the Settlement, at a cost less than the amount paid for port charges at Canton, for two years.

The judgment of every projector is naturally biassed by his sanguine expectations of success, and his expectations are formed on the presumed sagacity of his own contrivance. Whether the failure was really the consequence of mal-administration, or whether the Company, finding the profits of the concern inadequate to the expense, connived at its relinquishment—no attempt was made to re-establish it—and therefore the latter supposition is the more presumable. Mr. Dalrymple's undertaking seems to have been but a *revived* project, and as the pursuit of profit is rarely relaxed so long as it is found to be a profitable pursuit, it may fairly be inferred that the commerce of the Eastern Islands was more promising in prospect than gainful in possession.

But while busied in the consideration and prosecution of his darling scheme, his hydrographical pursuits necessary to the due execution of it went on with such ardor, industry, and accuracy, that he was encouraged by the Court of Directors to publish various charts, &c. and to his chart of the northern part of the Bay of Bengal, published in 1772, it is affirmed that the India Company was indebted for the safety of the Hawke Indiaman, which would otherwise have fallen into the hands of the French.

Mr. Dalrymple's zeal for the Company's interest had led him from his post at Madras, but he nevertheless conceived his claim on that establishment still valid; and on the appointment of Lord Pigot, in 1775, to the government of Fort St. George, he was advised by the then Chairman and Deputy Chairman to make a specific application before the arrangement of the Madras Council was completed. On the 3d of March, 1775, Mr. Dalrymple, in consequence of this advice, preferred his claim, and requested to be restored to his standing. This request was complied with, and he was appointed in his rank a Member of Council, and nominated one of the Committee of Circuit.

In pursuance of this appointment, Mr. Dalrymple returned to Madras, where he remained until 1777, when he was ordered home with Messrs. Stone and Latham, to have their conduct inquired into. Nothing appeared against it, and on the 8th of

April, 1779, he was appointed Hydrographer to the East India Company, with a condition that it should not invalidate his pretensions at Madras.

Mr. Dalrymple's appointment as Hydrographer, was not confirmed until the 19th of July, on which day, in a letter to the Court, he stated his expectation, that should it be his wish to return to Madras, they would appoint him—the letter was ordered to lie on the table.

Whether Mr. Dalrymple had any intentions to return at some future time to Madras, or whether this stipulation was nothing more than a wary policy, to commute his interest there for compensation at home, in 1784, when the India Bill was brought into Parliament, Mr. Dalrymple, in consequence of a clause precluding the Company from sending persons back to India who had been a certain time in England, represented its annulling tendency in respect to the reserved condition of his acceptance of the Hydrographical appointment. A clause was accordingly inserted, precluding that measure, unless with the concurrence of three-fourths of the Directors, and three-fourths of the Proprietors. This was, however, not satisfactory to Mr. Dalrymple, who conceived it to be putting him on the footing of a delinquent. The candour and liberality of General Courts were urged against his objections, and as sufficient to remove all doubts of consent, should it ever be his wish to return to Madras. But Mr. Dalrymple was not inclined to have his matter of right transmuted into a matter of favor, and replied, that however safe he might be in the justice of the Court, as it would be a high station that would induce him to advance his claim, the object might be of sufficient magnitude to excite high interest against him, and he should be borne down by numbers. It was then intimated, that on an application from the Court of Directors, the minister would consent to an exception in his favor; but when, on the 27th of July, Mr. Dalrymple addressed the Court of Directors to make the application, it was resolved not to make it, as the clause of exception was thought to have sufficiently provided for any claim he might have. A notion prevailed at the time, that although this was the avowed reason, another motive for refusal was, that such an exception, if granted, would be in effect an appointment by act of Parliament. It is evident, however, that the Court of Directors wished the affair to remain a matter of favor rather than of right, while Mr. Dalrymple thought his claim could not be rendered too positive. The claim certainly stood recognized by the resolution, but Mr. Dalrymple, to give it publicity, petitioned the House of Commons, the House of Peers, and the Sovereign.

The time at length arrived when the value of the claim was felt, and the claim asserted. The employment of Hydrographer, whether as more congenial with his inclination or genius, or considered as more profitable than an inferior station at Madras, had been hitherto preferred; but on Mr. Russel, his senior in the Company's service, returning to England, from whom he learned that it was intended to re-establish the government in a civil servant, Mr. Dalrymple applied to the Court of Directors for that appointment. It is not an easy matter to wrest favors from the hands of those who are to confer them—nor is it always the best policy to insist with superiors, to the full extent of what may be considered a right. The indisposition of Mr. Dalrymple to leave any thing to the liberality and candour of the Court of Directors, rendered them equally indisposed to allow him more than his bare right. The honorable and lucrative station of Governor was refused him, softened, indeed, with an assurance, that it was not from any defect in him. Thus, however well justified as an old servant in desiring the bounty of the Company, it is more than probable that he had forfeited his title to their generosity by enforcing his claim on them for justice. He was, however, allowed a pension of 500*l.* per annum, for which he was especially indebted to the interest of Sir Stephen Lushington and Mr. Nathaniel Smith.

It appears that Mr. Dalrymple did not think this allowance sufficient, inasmuch as it was considerably less than the Company had granted to military men; *viz.*

To General Sloper	1,500*l.* per annum.
Dalling	1,000*l.*
Lang	1,000*l.*
Nelson	1,000*l.*

In addition to this evidence of its insufficiency, it may be added, that as the President and Council of Fort St. George, in their instructions to Mr. Dalrymple, 7th June, 1762, had recommended to him a full confidence in the Company's generous consideration of his zeal, as the surest way to obtain their favor, he had reason to expect something more than a bare equivalent to the emolument of Secretary, an office which he had left to prosecute in their service a voyage of great hazard and fatigue.

Mr. Dalrymple had received 5,000*l.* in 1769, but he had refused to receive it as was expressed in the first warrant, "in full of all demands and expectations," but as stated in another, "in full for past services." From the year 1769 to that of 1779, instead of the emoluments of his office estimated for that time at 5,000*l.* Mr. Dalrymple received less than 1000*l.*; thus was he minus above 4,000*l.* by his relinquishment of his Secretaryship—exclusive of the incidental expenses of his voyage to India, and those occasioned by his appointment as chief of Balambangan.

In 1795 the establishment of an Hydrographical office at the Admiralty was again taken into consideration, and a memorial to his Majesty in Council was presented by the Lords Commissioners, recommending the measure, which was graciously approved.* The

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* The French, as in many other useful institutions, appear to have taken the lead in this: the following is the translation of an ordonnance, dated in the month of August, 1681:—

TRANSLATION.

Title VIII.

" *Of the Professor of Hydrography.*

Art. 1. " We will, that in the most considerable maritime towns of our kingdom, there be Professors of Hydrography, to teach publicly navigation.

Art. 2. " The Professors of Hydrography must draw, and instruct their scholars, to make them capable of figuring the ports, coasts, mountains, trees, towers, and other things serving for marks to harbours and roads, and to make charts of the lands they discover.

Art. 3. " They must four days in each week, at least, keep their schools open, in which they must have charts, nautical instructions, globes, spheres, compasses, forestaffs, astrolabes, and other instruments and books necessary in their art.

Art. 4. " The Directors of the Hospitals of the Town, where there shall be an Hydrographical School, shall be bound to send there for instruction, annually, two or three children, who shall be kept there, and furnished with books and instructions necessary to learn navigation.

Art. 5. " The Professors of Hydrography shall carefully examine the Journals of Voyages lodged with the Registrar of the Admiralty, of the place of their establishment, and correct them in presence of the Pilots, who had erred in their track.

Art. 6. " They are not to retain more than one month the Journals which

Hydrographer to the East India Company was naturally thought of as a proper person to execute the office of Hydrographer to the Admiralty, and the appointment was accordingly proffered to him by Earl Spencer, then First Lord, which having previously obtained the assent of the Court of Directors, he accepted.*

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shall be communicated by the Registrar, which we enjoin to be done, free of charge, on pain of interdiction.

Art. 7. "We declare the Professors of Hydrography actually teaching, exempt from watch, and guard, guardianship (*Guet* and *Garde*, *Curatelle*), and all other public charges.

Art. 8. "They are prohibited from absenting from the places of the establishment, without leave of the Admiral, or of the Mayors and Sheriffs who pay their salaries, on pain of losing their appointments."

This plan is admirably adapted to make navigators in the general course of service well qualified for all stations.

We understand Mr. Dalrymple gave in several memorials of measures expedient to be pursued in the charge of Hydrographer; but the many important objects requiring the attention of the Admiralty, have hitherto prevented any effectual measures being adopted, although many plates have been engraved towards forming a complete collection of Charts, for the use of his Majesty's Navy.

* The expediency of such an establishment is stated in a letter from the late Admiral Kempenfelt to Mr. Dalrymple, of which the following is a copy :—

"DEAR SIR, "*Charles-street, Dec. 24th,* [1783.]

"I have received your very valuable charts for particular parts of the East Indies—what an infinite deal of pains and time you must have bestowed to form such a numerous collection! It seems an Herculean labour! but it is a proof what genius joined with industry is capable of. However, you have the pleasing reflection, that you have successfully laboured for the public good, the good of navigation, and that your memory will live for ever. Love of fame is a laudable ambition; Young calls it the universal passion; and yet how few pursue the true road to it.

"I wish you was placed in a situation that would afford you more means, and a greater latitude to pursue your favourite study. I mean at the Head of an Hydrographical Board, established by authority of government, to which office encouragement should be given, to bring all surveys and discoveries of rocks, shoals, &c. and those found good, printed at the public expense. It is no more than what the interest, as well as reputation, of the nation, as a great maritime state, requires should be done. By such an office, well conducted, what an increase of good surveys would the public be benefited with! And the good being stamped with the authority of the Board, would direct the purchaser to avoid those erroneous charts, which, instead of serving to avoid dangers, too often fatally lead to them.

"To encourage men of genius, is one great means to make a State flourish; our ministers in general, I think, have never been eminent for that virtue; a genius in this country may remain unknown to our ministers, though known and esteemed in every other State of Europe."

Under the direction and superintendence of Mr. Dalrymple, the purposes of the institution were fully effected, to the extent of the plan laid down. Many plates were engraved towards forming a complete collection of charts for the use of the royal navy; and several memorials were presented by him, suggesting measures of improvement and expediency. But whether by his public zeal he gave any private disgust, or by private reprehension drew on himself, either true or false, charges of public consequence; whatever may have been the cause, Mr. Dalrymple was, on the 28th of May, 1808, dismissed from his situation as Hydrographer to the British Navy, and on the 19th of June died broken hearted; at least, in the opinion of his medical attendant, the vexation of his dismissal was the cause of his death.

Mr. Dalrymple was in the 71st year of his age at the time of his death.

In addition to the faint outlines we have given of his active life, we subjoin the following catalogue of books and tracts, written by Mr. Dalrymple, exclusive of his *nautical publications*, extracted from that deservedly popular periodical Miscellany, the EUROPEAN MAGAZINE, in which a comprehensive memoir of Mr. Dalrymple was published, October 1802, and to which, by the kind permission of the proprietor, Mr. ASPERNE, we have been principally indebted, in the draft of our own.

Catalogue of printed Books and Tracts, by the late ALEXANDER DALRYMPLE.

*Those marked * were never published.*
Those marked † not sold.

(1.) Account of Discoveries in the South Pacific Ocean before 1764. 8vo. 1767.

(2.) † Memorial to the Proprietors of East India Stock. 8vo. 1768.

(3) † Account of what has passed between the East India Directors and Alexander Dalrymple, as first printed. 8vo. 1768.

(4) Account of what has passed—Do.—Do.—as published. 8vo. N.B. It is dated 1769, by a ridiculous custom of printers, to date publications, printed towards the close of the year, as if in the year ensuing.

(5) Plan for extending the Commerce of this Kingdom, and of the East India Company, by an Establishment at Balambangan —N.B. Although printed in 1769, it was not published till 1771.

(6) * Letter concerning the proposed Supervisors. 20th June, 1769. 8vo.

(7) Letter concerning the proposed Supervisors. 30th June. P.S. 3d July, 1769. 4to. 1769.

(8) Second Letter—Do.—10th July, 1769. 4to. 1769.

(9) Vox Populi Vox Dei, Lord Weymouth's Appeal to the General Court of India Proprietors, considered, 14th August. P.S. 19th August, 1769. 4to. 1769.

(10) Historical Collection of South Sea Voyages. 2 vols. 4to. 1770. 4to. 1771.

(11) † Proposition of a benevolent Voyage to introduce Corn, &c. into New Zealand, &c. 4to. 1771.

(12) Considerations on a Pamphlet (by Governor Johnstone), entitled, " Thoughts on our Acquisitions in the East Indies, particularly respecting Bengal." 8vo. 1772.

(13) General View of the East India Company's Affairs (written in January, 1769), to which are added some Observations on the present State of the Company's Affairs. 8vo. 1772.

(14) † A Paper concerning the General Government for India. 8vo.

(15) † Rights of the East India Company.—N.B. This was printed at the Company's expense. 8vo. 1773.

(16) Letter to Dr. Hawkesworth. 4to. 1773.

(17) * Observations on Dr. Hawkesworth's Preface to 2d edition. 4to. 1773. An Opinion of Sir David Dalrymple, that there was too much asperity in this Reply, retarded, and the death of Dr. Hawkesworth, prevented the Publication.

(18) † Memorial of Doctor Juan Louis Arias (in Spanish). 4to. 1773.

(19) † Proposition for printing, by subscription, the MS. Voyages and Travels in the British Museum. 4to. 1773.

(20) A full and clear Proof that the Spaniards have no right to Balambangan. 8vo. 1774.

(21) An Historical Relation of the several Expeditions, from Fort Marlbro' to the Islands off the West Coast of Sumatra. 4to. 1775.

(22) Collection of Voyages, chiefly in the South Atlantic Ocean, from the original MSS. by Dr. Halley, M. Bouvet, &c. with a Preface concerning a Voyage on Discovery, proposed to be undertaken by Alexander Dalrymple at his own Expense ; Letters to Lord North on the Subject, and Plan of a Republican Colony. 4to. 1775.

(23) † Copies of Papers relative to the Restoration of the King of Tanjour, the Imprisonment of Lord Pigot, &c. Printed by the East India Company, for the use of the Proprietors. 4to. 1777.—N.B. In this Collection are many Minutes of Council, and some Letters by Alexander Dalrymple.

(24) † Several other pieces on the same Subject, written by Alexander Dalrymple, were printed by Admiral Pigot and Alexander Dalrymple, but not sold ; those particularly by Alexander Dalrymple are 4to. 1777.

(25) Notes on Lord Pigot's Narrative.

(26) Letter to Proprietors of East India Stock. 8th May, 1777.

(27) Account of the Transactions concerning the Revolt at Madras. 30th April, 1777. Appendix.

(28) Letter to the Court of Directors. 19th June, 1777.—Memorial—19th June, 1777.

(29) † Account of the Subversion of the Legal Government of Fort St. George, in Answer to Mr. Andrew Stuart's Letter to the Court of Directors. 4to. 1778.

(30) Journal of the Grenville, published in the Philosophical Transactions. 4to. 1778.

(31) Considerations on the present State of Affairs between England and America. 8vo. 1778.

(32) Considerations on the East India Bill, 1769. 8vo. 1778.

(33) State of the East India Company, and Sketch of an equitable Agreement. 8vo. 1780.

(34) Account of the Loss of the Grosvenor. 8vo. 1783.

(35) Reflections on the present State of the East India Company. 8vo. 1783.

(36) A Short Account of the Gentoo Mode of collecting the Revenues on the Coast of Coromandel. 8vo. 1783.

(37) A Retrospective View of the Antient System of the East India Company, with a Plan of Regulation. 8vo. 1784.

(38) Postscript to Mr. Dalrymple's Account of the Gentoo mode of collecting the Revenues on the Coast of Coromandel; being,—Observations made on a Perusal of it by Moodoo Kistna. 8vo. 1785.

(39) Extracts from Juvenilia, or Poems by George Wither. 24mo. 1785.

(40) Fair State of the Case, between the East India Company and the Owners of Ships now in their Service, to which are added—Considerations on Mr. Brough's Pamphlet, concerning East India Shipping. 8vo. 1786.

(41) A serious Admonition to the Public, on the intended Thief Colony at Botany Bay, printed for Sewell, Cornhill.

(42) Review of the Contest concerning Four New Regiments, graciously offered by his Majesty to be sent to India, &c. 8vo. 1788.

(43) * Plan for promoting the Fur Trade, and securing it to this Country, by uniting the Operations of the East India and Hudson's Bay Companies. 4to. 1789.

(44) * Memoir of a Map of the Lands around the North Pole. 4to. 1789.

(45) An Historical Journal of the Expeditions by Sea and Land, to the North of California, in 1768, 1769, and 1770, when Spanish Establishments were first made at San Diego and Monterey, translated from the Spanish MS. by William Revely, Esq. to which is added—Translation of Cabrera Bueno's Description of the Coast of California, and an Extract from the MS. Journal of M. Sauvague le Muet, 1714. 4to. 1790.

(46) A Letter to a Friend on the Test Act. 8vo. 1790

(47) The Spanish Pretensions fairly discussed. 8vo. 1790.

(48) The Spanish Memorial of 4th June considered. 8vo. 1790.

(49) † Plan for the Publication of a Repertory of Oriental Information. 4to. 1790.

(50) * Memorial of Alexander Dalrymple. 8vo. 1791.

(51) Parliamentary Reform, as it is called, *improper*, in the present State of this Country. 8vo. 1793.

(52) Mr. Fox's Letter to his Worthy and Independent Electors of Westminster, fully considered. 8vo. 1793. Printed for Stockdale, Piccadilly.

(53) † Observations on the *Copper Coinage* wanted for the *Circars.* Printed for the use of the East India Company. 8vo. 1794.

(54) The Poor Man's Friend. 8vo. 1795.

(55) A Collection of English Songs, with an Appendix of Original Pieces. 8vo. 1796.

(56) * A Fragment on the India Trade, written in 1791. 8vo. 1797.

(57) Thoughts of an old Man of independent Mind, though dependent Fortune. 8vo. 1800. Printed for Reynolds, Oxford-street.

(58) Oriental Repertory, Vol. 1st. 4to. April 1791 to January 1793.

(59) Oriental Repertory. Vol. 2d. 4to. (not completed.)

N.B. There are some other pieces printed by Mr. Dalrymple, which from want of a copy to refer to, cannot be particularised; especially a Treatise of *Prattical Navigation.*

NAUTICAL ANECDOTES AND SELECTIONS.

REVENUE CUTTERS.

Return to an order of the House of Commons, dated Feb. 20, *for a copy of the Treasury Minutes, or Correspondence between the Treasury and the Revenue Boards, relating to the Revenue Cutters, since Jan.* 1, 1815.

No. I.—*Copy of* TREASURY MINUTE, *of Feb.* 2, 1815.

MY Lords read the several reports from the Commissions of Customs and Excise, stating the great increase of smuggling, and suggesting further measures for its suppression; also the account of the annual expense incurred in maintaining the revenue cruisers and preventive boats, together with the statement of seizures made by them up to the latest periods, and various other papers. My Lords also particularly advert to the correspondence of the revenue boards in the years 1808 and 1809, when the system of inspection now in force was established under their lordships' authority, for the better controul of the officers employed under the commissioners of customs and excise, for the prevention of smuggling by water. Upon a careful consideration of these documents, my lords can entertain no doubt that this system has proved, to a certain extent, beneficial in checking those limited attempts at illicit traffic, which have been made during the latter years of the war. My lords have, however, sufficient evidence before them of the increase of this extensive evil, and of the immediate necessity for the adoption of other measures, to protect the legal commerce and realize the fair revenues of the country. This necessity is the more urgent, because, in addition to the enormous increase, and the more daring character of the smugglers let loose by the termination of the war, those legislative measures which were most efficacious in checking these obnoxious practices whilst hostilities continued, have become less operative in consequence of peace. The acts which were framed to prevent the Islands of Guernsey, Jersey, &c. from becoming depots for smuggled goods, and for the seizure of the vessels coming within the limits of the Hovering acts, were well calculated for a period of war, and were greatly assisted by the continental system of exclusion; but the opening of the ports in every part of Europe, especially those in France immediately opposite to those islands, and near our coast, has restored to the smugglers the advantages which they formerly possessed there, whilst the incitements to evade the legal duties have become greatly augmented by their necessary increase. It appears, therefore, to be their lordships' urgent duty to consider by what means it will be practicable to stop the progress of this increasing evil. In this consideration it occurs forcibly to their lordships' remembrance, that after so long a period of war in every part of Europe, many of the most daring professional men, discharged from their occupation, and averse to the daily labour of agricultural or mechanical employments, will be the ready instruments of those desperate persons who have a little capital, and are hardy enough to engage in this traffic The only effectual mode of putting an end to smuggling on the part both of such principals and agents is to render this traffic so unprofitable as to discourage persons from carrying it on. This purpose would be most completely accomplished by the diminution of the import duties, to an extent that should take away the incitement to evade them; this is, however, utterly impracticable, and inconsistent with every view that can be now taken of the necessities and welfare of the country. The only mode therefore remaining is, to increase the danger and hazard of this traffic to the greatest practicable extent to those who are bold enough to engage in it, either as principals or agents, by impressing in every capture the men employed in the vessels and boats, and by levying the legal penalties upon those who embark their capital in this nefarious traffic, according to the circumstances of their respective cases.

My lords are of opinion it will be expedient to promulgate their determination to give effect to the laws in all such cases in future, and for the better discovery and punishment of offenders, that it will be necessary to establish such a system of discipline and vigilance over the revenue cruizers and boats, as shall give to the country the benefit of their constant and active services on the stations assigned to them; and my lords conceive that it would add greatly to the efficacy of their exertions if they were put under naval watchfulness and discipline, controlled by such authority as the department of the Admiralty may think fit. With a view to the attainment of an object of such high importance to the revenues, and to the legitimate commerce of the kingdom, my lords are of opinion it will be expedient to concert with the Board of Admiralty for the immediate transfer of the revenue cruizers in England and Scotland to their direction; and that a committee, consisting of one of the Lords of the Admiralty and one of the Lords of the Treasury, be appointed to carry the details of this system into execution, in order that such cruizers may be vigorously and actively employed in co-operation with his Majesty's ships and the officers of the revenue on shore, in preventing illicit trade. And my lords having given this subject their most attentive consideration, and communicated with the First Lord of the Admiralty and the Chairmen of the respective Boards, are of opinion that the following arrangements and directions will be expedient in order to carry such a measure into execution.

A list of the cruizers in the service of the Commissioners of Customs and Excise in England and Scotland respectively, to be submitted to this Board, and the stations assigned to each; distinguishing those cruizers employed in the quarantine service (the present arrangement of which it is not their Lordships' intention to alter), and annexing a memorandum of such other cruizers (if any) as it may appear to these Boards absolutely necessary to retain under their orders, and of the special service for which they are required.

When these returns shall be received, my Lords will direct copies to be transmitted for the information of the Board of Admiralty, accompanied with their Lordships' decision as to the cruizers which are to be transfered, in order that no time may be lost in assigning to each a proper station, with reference to the naval force to be employed on the same service.

As it appears to my Lords of much importance, in order to give full effect to this arrangement, that the commanders, officers, and crews of the cruizers to be transfered, should be, in every respect, efficient and fit for active duty, my Lords are pleased to direct the respective Boards to ascertain and submit the names of any commanders, officers, or marines, who, from length of service or other cause, may appear incapable of active service, and the amount of their present salary and emoluments, when my Lords will sanction their superannuation under the Act 50 Geo. III. cap. 117. The officers and crews of the Revenue cruizers having hitherto looked forward to the benefits of the said Act, my Lords are of opinion they should not be deprived of the same under the proposed arrangement; my Lords will therefore grant such superannuation allowances, from time to time, to the persons at present actually serving on board and becoming incapable of active duty, as may appear reasonable. It will be for the Lords of the Admiralty to select such officers and men from the navy, giving the preference, where it can consistently be done, to such persons as have rewards for services, and as may appear from their activity and experience, best fitted to fill the vacant situations: such persons in their retirement will of course be subject to the rules and regulations of the naval service. It appears to my Lords, that from the 5th of April next, the cruizers to be transfered should be paid, victualled, &c. &c. under the direction of the Lords of the Admiralty; and up to that time, my Lords will direct all their accounts to be liquidated by the Revenue Boards. On receiving from the Board of Admiralty, quarterly or otherwise, a statement or estimate of the expense of each vessel, my Lords will, from time to time, direct the amount necessary for defraying the same, to be issued to the Treasurer of the Navy, out of the revenues of Customs and Excise, in the proportion in which the expense of cruizers is now borne by each, in order that the expense of the several cruizers may continue charged on the same funds as at present.

In regard to the memorials from the Commissioners of Customs and Excise, their Lordships express their high approbation of their past services, under the discouragement of repeated postponements of their application, to increase their salaries during the war; and as an incitement to, and remuneration for, the additional labours about to be imposed upon them during the peace, my Lords are of opinion, that it is just and reasonable to increase the salaries of the Commissioners of those Revenues, and of the Auditor of Excise in England, in the following proportions; viz.—

Chairman of Customs and Excise, England, from 1,700*l.* to 2,000*l.* per annum each.

The Junior Members of the two Boards, from 1,200*l.* to 1,400*l.* per annum each.

The Auditor of Excise in England, from 600*l.* to 800*l.* per annum.

Chairman of Customs and Excise, Scotland, from 1,200*l.* to 1,500*l.* per annum each.

Junior Members of both Boards, from 800*l.* to 1,000*l.* per annum each.

Let warrants be prepared accordingly, and let these augmentations commence from the 5th of January 1816.

My Lords cannot omit this occasion to refer to the memorials from the Board of Stamps for an augmentation of their salaries; and feeling that the principles and grounds above set forth apply, in considerable degree, to the case of those Commissioners whose duties will be so greatly augmented by the detailed regulations of the Stamp Act of last year, as well as by the increased vigilance now necessary to guard a Revenue, the rates of which have been so much augmented, my Lords are pleased to sanction the following increase in that department; viz.—

Chairman, from 1,000*l.* to 1,500*l.* per annum.

Junior Members of the Board, from 900*l.* to 1,000*l.* per annum each.

Let warrants be prepared accordingly, and to commence from the 5th January, 1816.

The Earl of Liverpool and the Chancellor of the Exchequer further acquaint the Board, that after full communication with the First Lord of the Admiralty, they are of opinion, that the Six Commissioners of the Transport Board, and all the attendant expenses of that separate office, may be saved during peace, by transfering to the Victualling Board the sick and hurt branch of that office; and to the Navy Board, the Transport Service, properly so called; by which arrangement, the entire reduction of the Transport Board may be effected. My Lords will accordingly have under their early consideration the detailed arrangements necessary for this purpose.

Whitehall, Treasury Chambers,
Feb. 28, 1816.

S. R. Lushington.

FRENCH NAVAL BIOGRAPHY.

THE French marine has just lost one of its oldest and most distinguished officers, the Count Charette, who was born at Bearn on the 1st Nov. 1733, near the birth-place of Henry IV. and descended from a family whom that amiable king always esteemed. In 1746 he entered the naval service, in which he continued from that time, and during the American war he contributed to the success of the French king's arms.

In the action in the West Indies between the British fleet under Admiral Rodney and the Count De Grasse, he commanded the Bourgogne (given as a present to Louis XV. by the states of that province), his opponents even did him honour on that day, by inserting in the Jamaica Gazette the highest encomiums on the gallantry and manœuvres of the captain of the *black** ship, from the rising to the setting of the sun, during which time the firing was incessantly kept up. The States of Burgundy likewise voted him honourable acknowledgments, recommended him in an extraordinary meeting to the protection of the king, who appointed him *Chef d'Escadre*, and the Prince of Condé, the Nestor of French veterans, presented him with a gold-hilted sword.

After the peace of 1783 the Count De Charette was appointed Director General of the port of Rochelle, and he proved that he could serve the king as well in council as in battle.

The instant that the revolution broke out this officer retired to his estates in Tourraine, where he escaped, in a miraculous manner, the revolutionary axe; the more singular as he never swerved from his allegiance to the king, uniformly and publicly avowing his sentiments; and never did the energetic mind of this brave sailor disguise his abhorrence for the usurper. He had, in the sequel, the happiness to see his wishes realized, and the legitimate monarch restored to the throne of his ancestors.

One of the first acts of Louis XVIII. was to recompense the loyalty and services of the Count De Charette, by conferring upon him the rank of Vice-Admiral, and the Grand Cross of St. Louis.

He enjoyed in retirement the bounties of his sovereign, but the scourge of France again made his appearance, and his return gave a mortal blow to this venerable old man, who no longer found in his mind the energy requisite to sustain the new calamities which were to afflict his country—he fell into a nervous disorder; yet, on hearing of his majesty's second restoration, he had strength enough to exclaim, like another Simeon, "I can now depart in peace, for mine eyes," &c.

This esteemed officer terminated his honourable career among the inhabitants on his estates, whom he ever protected and relieved their wants. By his marriage with Mad. De St. Pol, he has left only a daughter, the heiress of her father's virtues, and married to the Count De Puysegur, whose father was companion in arms with M. De Charette, and was distinguished in the corps of the marine, and whose uncle, the Count Maxime De Puysegur, lieutenant-general, so powerfully seconded, at Bourdeaux, the spirited conduct of the Duchess D'Angouleme, justly styled by acclamation "The Heroine of the South."

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* Count Charrette always had the sides of the ships he commanded painted black.—(*Moniteur*, Jan. 28.)

MALACCA LIGHT HOUSE.

Calcutta, Feb. 10.—This very useful edifice, erected by order of government, has long been a desideratum, most heartily wished for.

The extent of the Panjang Shoal, or Long Reef of Rocks, to the southward of Pulo Java, or Gallow's Island, which, at high water, is just a-wash, and in many places steep to, renders it very dangerous for ships of any considerable burthen entering the Roads from the southward; and indeed also those proceeding down the Straits for that port; the lights along shore being low and very deceiving.

A circumstance within our recollection very nearly proved fatal to H.M.S. Trident, Captain Johnstone, bearing the flag of H. E. the late Admiral Rainier, going into the Road, on a very dark night, from this island, with a strong breeze, passed the town, and was merely by the sight of the breakers, brought up all standing with two anchors, dropped under foot, within a cable's length of the reef, in 18 fathoms.

With repect to the shoal or sand-bank, off Fisher's Island, whereon there is about three fathoms, a beacon was erected on it by order of Major Farquhar, which, we believe, was washed away; there is however a narrow channel between the shoal and island, through which H.M.S. Terpsichore, Captain Bathurst, passed in 1803, borrowing on each side.

Mr. Horsburgh, in his directory, only remarks that he has heard of such a shoal.

PRINCELY JOKE.

A GALLANT admiral, residing at the Pavillion, was, a few days since, presented by a certain great personage with a beautiful milk-white mare, which, it was stated, had just arrived from Hanover. Nothing was talked of but this fine creature; and every one seemed anxious to have her merits put to the test. The admiral mounted, tried her in all her paces, and though he could not but approve yet he pronounced her to be greatly inferior to a favourite black mare of his own. The present, however, coming from so high a quarter was, of course, received with every expression of duty and thankfulness. The long switching tail of the animal not exactly suiting the admiral's taste, he sent her to a farrier to have it cropped—when, lo! he speedily received intelligence that it was a false tail, and that beneath it appeared a short black one. This curious fact led to a minuter inspection, when it was at length discovered, that this beautiful white Hanoverian mare was no other than the good-humoured admiral's own black mare! which had been painted in a manner to elude his detection. The above trick was much relished at the palace, where it caused roars of laughter.—*(Brighton Herald.)*

COWARDS.

LAST week a curious discovery was made at the New-church, Plymouth. The workmen who were engaged in removing the pulpit to a new situation discovered the coffins (lead) of Kirby and Wade, two naval captains, shot here for cowardice, in the actions between Benbow and Du Casse, on the 19th August, 1702, and six following days. The gallant English admiral had been ordered to the West Indies to look after a French squadron:—receiving advice, as he lay in Donna Maria Bay, that Du Casse had sailed for Carthagena, he pursued him, and on the day above mentioned came up with him off St. Martha. For the details of the infamous conduct of Benbow's captains we refer our readers to the naval histories of the periods alluded to; a good account will be found in the 𝔑. 𝔆. vol. xx. p. 184. Kirkby, Wade, Constable, Hudson, Tag, and Vincent, six of the captains, were ordered to be tried by a court-martial at Port Royal, Jamaica. Of these, Hudson died before the trials commenced; Tag and Vincent were adjudged to be suspended from their command; Constable was cashiered; and Kirkby and Wade were sentenced to be shot. Warrants to execute them were lodged in all the ports in England, and they were shot the same day that they arrived in Plymouth Sound.

GEOGRAPHICAL ANTIQUE.

The late Dr. Vincent obtained for this country a fac-simile of an ancient planisphere, or map of the world, delineated in the convent of Murano, at Venice. It is now in the British Museum. The expense, about two hundred pounds, was borne by himself and the following subscribers:—Earl of Buckingham, Earl Spencer, Earl Macartney, the Bishop of Durham, Mr. Strachan.

LIST OF SHIPS ON THE PEACE ESTABLISHMENT.

The following is a correct list of the ships which have been re-commissioned on the peace establishment, and sailed on foreign stations:—

Orlando	36	Capt.	Clavell,	East Indies
Iphigenia	36	——	King,	ditto
Cowey	20	——	H. Steuart,	ditto
Challenger	18	——	Forbes,	ditto
Salisbury	50	——	Mackellar,	Jamaica
Primrose	18	——	Phillott,	ditto
Bermuda	10	——	Pakenham,	ditto
Briseis	10	——	Domett,	ditto
Phæton	38	——	Stanfell,	Cape of Good Hope,
Spey	20	——	Lake,	ditto
Raccoon	18	——	Carpenter,	ditto
Leveret	10	——	Theed,	ditto
Julia	16	——	Watling,	ditto
Tagus	36	——	D. Dundas,	Mediterranean
Erne	20	——	Spencer,	ditto
Wasp	18	——	W. Wolrige	ditto
Antelope	50	Admiral Captain	Harvey, Sayer,	Leeward Islands
Brazen	18	——	Stirling,	ditto
Alceste	38	——	M. Maxwell,	China
Lyra	10	——	B. Ball,	ditto
Bann	20	——	Fisher,	Coast of Africa

The number of ships on foreign stations that are yet to be paid off is 82, bearing an aggregate number of 10,000 seamen. The number of seamen now wanting to complete the crews of those ships which are intended for foreign service is about 4000.

THE PUFF NAUTICAL; OR JACK INVITED TO GLORY!

WHO would enter for a small craft? whilst the Leander! the finest and fastest sailing frigate in the world, with a good spar deck over head, to keep you dry, warm, and comfortable; and a lower deck like a barn, where you may play at leap-frog when the hammocks are hung up; has room for one hundred active smart seamen, and a dozen stout lads for royal yard men? This whacking double-banked frigate is fitting at Woolwich to be flag-ship on the fine, healthy, full-bellied Halifax station, where you may get a bushel of potatoes for a shilling, a cod-fish for a biscuit, and a glass of boatswain's grog for two pence. The officers' cabins are building on the main deck, on purpose to give every tar a double berth below. Lots of leave on shore! Dancing and fiddling on board! And four pounds of tobacco served out every month!!! A few strapping fellows, who would eat an enemy alive, wanted for the admiral's barge. The officers already appointed, are Captain Skipsey, late Maidstone; Lieutenant J. P. Baker, late Royal Sovereign, Rippon, and Barham; H. Walker, late Courageaux and Menelaus; J. S. Dixon, late Caledonia and San Joseph; A. P. Le Neve, late Maidstone; E. A. Haughton, late St. Lawrence, and Princess Charlotte, (on the Lakes,) who will give every encouragement to their old ship-mates. Every good man is almost certain of being made a warrant officer, or getting a snug berth in Halifax dock-yard. All brave volunteers whom this may suit must bear a hand, and apply either on board the Leander, at Woolwich; at her rendezvous, the Half Moon and Seven Stars, Ratcliffe-highway, nearly opposite Old Gravel-lane; on board the Enterprise, off the Tower; or at any other general rendezvous in the kingdom, from whence they will be immediately forwarded to the Leander.

God save the king!!

The Leander, and a full-bellied station!!!

EARTHQUAKE AT SEA.

A FEW days since the Ann transport, Mr. Alexander Clarke, master, arrived at Portsmouth from Antigua. On the second instant, at forty-five minutes past eleven o'clock, *a. m.* being a little to the southward of the latitude of Lisbon, and about 150 miles to the eastward of St. Mary's (one of the Western Islands), she experienced the shock of an earthquake. The spot precisely was long. 19. 30. W. lat. 37. 30. N. The sensation produced was what would have been felt had the ship touched the ground, or her motion been impeded by a strong counter undulating current; the masts trembled, as they would preceding their fall over the ship's side. The ship was thrown aback, with the sails, and the lead thrown with 150 fathoms of line, but no ground was touched. At twenty minutes after three o'clock, on the same day, she experienced another shock, which produced the same sensations, but in a much less degree; the ship was then in long. 17. 4. W. lat. 39. N.; the lead was again thrown, and no bottom could be found with two hundred fathoms of line. After this period, until three o'clock on the following morning, the 3d inst.—[the violent shock felt at Lisbon was on this day.]—several other similar convulsions were felt, but every successive one producing a less effect: the whole number of shocks was twelve. The weather was what is considered at sea very moderate the whole time; but the atmosphere was dense. The Ann is now in Portsmouth Harbour.

AYES AND NOSE.

ADMIRAL Lord Hood, who died lately at the very advanced age of 91, was supposed to have one of the largest and longest noses in the kingdom. One day when he was dividing in the House of Commons, an acquaintance said to him, "I am surprised to see you amongst the *Ayes*; I should have thought you would have been led by the *Noes*."

SINGULAR SEIZURE.

THE vessel that was under seizure at Carrickfergus for some time past, bound for Greenoch with *Irish* tea, provisions, &c. has been suffered to proceed with her cargo, excepting the tea. But the Commissioners of Customs have ordered an information to be filed against the owners of the vessel for the recovery of the penalties incurred, amounting to 1,200*l.* being the sum of 10*l.* for each pound weight of tea seized of the growth of Ireland.—(*Belfast Chron.*)

RESUSCITATION.

Directions offered by the Humane Society, for the Recovering Persons apparently Dead from Drowning.

IN all cases immediately dispatch a messenger for medical assistance; send also immediately another messenger to the nearest house, where warm water, a good fire, and a warm bed, for the reception of the unfortunate person, can be procured. The body should not be held with the head downwards, nor on a barrel, nor should any endeavour be made to drain off the water supposed to be swallowed.

To restore to the body a proper degree of heat, and to convey air into the lungs, are the two great objects to be attended to in all these cases; therefore,

1. When the body is taken out of the water, strip and wrapt it closely in a coat, blanket, or warm covering, and convey it to the nearest commodious house, with the face upwards, and the head a little raised.

2. Lay it on a bed or mattress, which has been heated by a warming-pan, in a chamber containing a fire; or, during summer, in the sun-shine. Dry the body completely with warm cloths, and afterwards rub it diligently, but gently, with hot flannels all over, and especially about the heart. Apply to the hands, feet, and under the arm-pits, cloths, heated by a warming pan, heated bricks, or bottles filled with hot water, the bricks or bottles being wrapped in flannel. While these methods are used, a tub of warm water should be got ready, and then the body placed in it up to the neck, and kept therein half an hour, during which time let the body be rubbed with the hand.

N. B. The water should not be hotter than can be comfortably borne by the assistants, and the heat of all the applications before directed should be moderate.

When the body is taken out of the tub, it must be wiped dry, laid upon the bed, and treated according to the aforementioned directions.

3. During the foregoing operations, put the pipe of a pair of bellows into one of the nostrils, the other nostril and the mouth being closed by an assistant, and blow gently till the breast be a little raised. Let the mouth and nostril then be left free, and an easy pressure made upon the breast. Repeat this imitation of natural breathing till signs of returning life appear, when it is to be gradually discontinued.

N. B. If no bellows are at hand, let an assistant blow into the nostrils of the drowned person with his breath, through any small pipe.

4. When breathing begins to be renewed, let a feather dipt in spirits of hartshorn, or sharp mustard, be occasionally introduced into the nostrils: pepper or snuff may also be blown into them. A glyster should now be given without delay, composed of rum, brandy, or gin, mixed with six times its quantity of warm water.

5. As soon as the patient can swallow, administer to him or her, by spoonsful, warm wine, or spirits mixed with water; but this should be left to the direction of the medical gentleman who is present.

When life is completely restored, the sufferer should remain at rest in a warm bed, be supplied moderately with wine-whey, ale-posset, or other nourishing drinks; and gentle sweating should be encouraged.

N. B. These attentions should be continued until the patient is perfectly safe, several persons having been lost from being left too soon.

Particular care should be taken that not more than six persons be admitted into the room, as a greater number will be entirely useless, and serve only to spoil the air, and create confusion.

The means above recommended should be incessantly used for three or four hours. It is absurd to suppose that persons are irrecoverably dead because life does not soon make its appearance.

CORRESPONDENCE.

MR. EDITOR, *12th January*, 1816.

YOUR valuable correspondents *Arion* and *Albion*, have in your last number, *both* called the attention of government to the impolicy of *too much* diminishing our naval peace establishment; and I think have given very convincing reasons for its being kept up to at least twenty-five sail of the line, and double that number of frigates; but at present, the great difficulty appears to me to arise from the backwardness of seamen to re-enter the sea service: now this certainly seems to proceed, *in a very great degree from two causes*; and I am astonished, that these causes have not been pointed out, or if pointed out and known to the B. of A. have not been more speedily done away and remedied. These causes in my opinion, are *the issue of no regular pay or wages to seamen on foreign stations*, and entering them at present for a *longer* period of service than *three years*, the common time a man of war now remains on foreign service; this latter grievance *Albion* pointed out, I believe, in your last number, and I agree with him in thinking it ought to be redressed. At the present time, when there are still so many hundreds of unemployed seamen at every sea port, and in the whole many thousands who have nothing to do and very little to subsist on, it is quite impossible that any thing but *an invincible repugnance* to the king's service, proceeding from *these* or *other causes*, can at the present moment keep our seamen *back* from re-entering the navy; and it is certainly the duty of the Board to examine *carefully*, whether these causes of dislike *really exist*, and whether they cannot be removed without prejudice to the interests of the country; when it is obvious it would tend so much to the comfort of the seamen, and I verily believe, be the means of our ships being speedily manned with able volunteers.

It is admitted on all hands, that much has of late years been done for the comfort of both officers and men of the navy; but much undoubtedly yet remains *undone*, and most people seem convinced of the urgent necessity which exists for our assiduously and unremittingly watching over their welfare and interests in order to keep them in our own service; and with all our care, I question if it is possible to prevent many thousands going into the service of foreign powers. Our seamen have increased so much in number, that it is questionable if our commerce can in time of peace afford them employment at home; but it is surely of vital importance to the country to retain as many as possible, and to do all we can to cherish and protect them; and if a register of seamen according to Arion's plan could be carried into effect, it would be a most desirable arrangement.

Several correspondents continue to urge the *propriety* of our building more fifties on the American plan, seemingly convinced we cannot remain long on friendly terms with the United States, although I hope we shall long have peace with that power; yet I agree in thinking, we ought not to be *again unprepared*. I observe, that in the king's yards there are line of battle ships *only* building or repairing, and it appears to be the intention of the A———y to prepare 100 sail of the line for service, to be ready when wanted, without any assistance from the merchant yards, which have disgraced our navy with such ships as the Dublin, Rodney, &c. this is right and praise-worthy; a few frigates of 36 and 38 guns only are building at present in private yards; but when some of these line of battle ships are launched, I certainly would strongly recommend laying down in their places, at least four or five fifties annually, until we have twenty or thirty-five effective ships of that class. Let the king's yards be only filled with our larger ships; at all times our merchant yards can speedily supply the smaller descriptions, if we have 100 sail of the line fit to go to sea, and thirty fifties ready to fit out, together with as many 40-gun frigates, and a proportion of 36's, we shall be fully prepared (and not before) to cope with *any enemy*, but if we are to do *nothing until war* is *declared*—look at our late contest with America, and say, if our preparations were not in that instance *too late*; the fact is so obvious, that it cannot bear argument, and however much anxiety we may have to conceal *our tardy preparation* in that contest, it is only to our being unprepared with a proper description of force to cope with our trans-atlantic enemy that our failures can be attributed; even J. C. the great trumpeter of our* victories in that war, agrees in calling for larger ships. I hope our united call will not be ineffectual.

Nestor.

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MR. EDITOR, 7th March. 1816.

I WAS in hopes your correspondent J.C. had made up his mind to put an end to the *wordy war* he had *in an evil hour* thought proper to declare against me; he has, however, once more *turned out*, and once more taken leave of me in the following terms; to the end he says "that this paper war may cease, rather than for the want of materials to work upon, which my last letter will prove:" to which he adds his hopes, that the next time we go to war with America, I may have more reason to exult—in this hope I do most cordially and sincerely join him. I certainly did expect, Mr. Editor, that J. C. when he first quarrelled with, and attempted to put down my observations and opinions as to the conduct and success of the late American war, I did expect, that he meant to undertake the *defence* of these measures and the men who pursued them, against which I had animadverted, and been called to account by J. C. for doing so, but this task, *delightful and gratifying* as it must have been to him *he disclaims*: he says, "I am not aware that I have attempted to conceal our losses, they *are too painful* for me *to think or write about*, and Albion should have named the men I have defended in the measures I have applauded." The task would I admit have been *an Herculean one*, and all he therefore modestly aimed at, was, to prove that our ships have been well and gallantly fought in opposition to those who had dwelt with mortification on the exploits of our enemies; if this is the task he prescribes himself, it is indeeed an easy one; nobody will deny the first part of his assertion, and I once more refer him to *my* letters to prove that I never† withheld the meed of praise from our faithful and gallant defenders; but if he means to insist on *my* silence, and that like himself I should stifle my opinions, I must tell him, that it is not by such means England can continue her naval superiority; fortunately, the country is now well aware of the source from whence sprung all its failures in our late contest; but if J. C.'s feelings had been general, we should have *hugged* ourselves in *silent*

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* I doubt very much indeed, whether the country or the navy are so well satisfied with these victories as J. C. appears to be.

† *Vide* 𝔑. 𝔆. vol. xxx. p. 199; xxxi. 385; and xxxii. 409; it is useless to give the extracts, they will speak for themselves to those who are unconcerned, and not in *cold* or *indifferent* language as J. C. asserts.

apathy, and because the news were unpleasant taken no further notice of them; this is probably a deception and one of the very worst sort—pregnant with serious evils: he says, "it is never good to bring bad news, but let ill tidings tell themselves when felt;" but this doctrine of Shakspeare's will not do with the British nation, who have been too long accustomed to speak out as freemen now to be kept silent; and accordingly we know that they petitioned the Prince Regent, and brought this unpleasant subject also before both Houses of Parliament—it was *necessary* and therefore proper. Does J. C. mean then to say that my position is *still untenable?* in his reply to my defender U. P. he asserts this, but has he proved it?—I think not:—Has he proved that my strictures and animadversions on men and measures were *ill founded?* certainly not, he does not attempt to defend them, he disclaims the imputation;—what then is my position—has he ever proved that I have dwelt with complacency on our losses and exulted in the success of the Americans: no—he no longer insists that I am Mr. Yankee *with the lion's skin on*, and is even inclined some how to allow me *after all* a share of *amor patriæ*, or at any rate does not now pretend to take it all to himself, of course I very readily agree to withdraw *his* name from the list of our brave naval defenders, and to believe no longer he has ever had the honor of a shake of Mr. Croker's hand.

Mr. Editor, I beg to assure him that no one laments more than myself, that *the bright side of the picture* representing the events of the American war was so often overcast and obscured, and if I have *often* noticed our want of success, even I. C. cannot deny that this never occurred except after severe reverses,* or with the avowed purpose and the patriotic view of leading to better fortune and more successful battles. I re-assert, that *earlier* operations, and fitting larger frigates *sooner*, would have led to very different results; this is, I am certain, the tenor of all my former letters; and I leave a candid public to judge whether J. C. or myself was right; he in remaining silent under our losses, or I in pointing them out and suggesting the means of their reparation. Thus far in defence of myself and my own stubborn opinions, not hastily or unadvisedly formed, for I have had access to know the opinions of not a few officers who have served on the coast of America both in the navy and army, and with one voice they speak as I have wrote; they allow the Americans to possess both activity and boldness, and they *lament* and *wonder* that the United States were allowed to possess *a single frigate*; they are mortified that before (if J. C. will have it so) we had done our *worst* against that country —peace was concluded and nothing more remained to be done, there was no farther opportunity. We were from J. C.'s way of arguing, only *beginning* the war *in earnest* when it was over. I shall not cavil any more with him about words, for our controversy is now, I hope, drawing to a close, and when it comes to *quibbling* it *ought* to be closed.

I must, however, notice his animadversions on U. P.'s defence of my opinions: he says that writer puts himself in a passion, and so is unfit to argue; but does J.C. prove this—he finds U. P's attack *a warm one*, and is glad of any shelter; who began the acrimonious language, certainly J.C. and has he any title to find fault with us if we answer him in the same style—he has not *yet* overturned *my* opinions or U P.'s defence of them, and I think I may ever assert, that all his budget of *weighty* reasoning (he has only been treating us with a very *scanty* supply hitherto) will be required before he succeeds. My friend U.P. evidently lent him some hard blows: J.C. indeed, says, he does not belong to the *civil department*, but my friend no doubt had read Hudibras, and

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* The Avon and Reindeer were destroyed in the channel after a most gallant defence; J. C. has forgot this, and asks when it occurred—in 1814.

> Thought it no *proper* part or *civil*,
> Nor prudent to *cajole* the devil,
> So now he's handled somewhat rough,
> The *bear*—oh damn *his* cloven hoof.

J.C. will recollect the story of *the bear* in his last letter; we have all heard of *dancing bears*, and possibly this said bear of J.C. may *cut more capers* than even his *leader* was aware of; I do not mean to go over the ground (it is *now hackneyed ground*) which U.P. has already so well defended; J.C. says, indeed, (and he is *full of assertion*) that he has failed in redeeming his pledge to defend my observation successfully, but he feels *so sore—so very sore* on my defender's arguments and comments on his conduct, that I have no doubt he is half convinced there is after all something in them; and I advise U. P to let him alone for a little, and when he scums off the *froth* he will find the liquor below *pretty fine*, and requiring no further correction, nor any additional *tartar emetic*; in other words, he will bring to, and quietly go into port without. I do think J.C. will in future be more cautious of encountering *two* antagonists before he has disposed of *one*; he does still *vapour* a little in the end of his letter, but *the war is over* and *peace* is the order of the day. However desirous he may be to be accounted *a second Junius*, I am afraid he has *no* chance of acquiring that title; the first writer under that name attacked and overcame *many* enemies; whether J.C. might be equally successful, I may be at least allowed to say, seems a doubtful point, and I honestly advise him not to make the attempt, more especially not to fight on the ground he now stands on, for it is *hollow*, and he never can prove any thing more in favor of the American war, than that our officers and men fought bravely, all are agreed in this point, but let him beware of advancing one step further, if he does down he goes, and Junius *the second* disappears for ever.

I cannot finish this letter (the last on the subject I hope) without repeating my earnest and most sincere wishes and hopes, that our *past experience* may lead to more successful results in time to come, and I observe with unmixed satisfaction, that at the present time surveys are making of every ship in the navy with respect to her fitness for service, or her capability of being made fit, and also that many new frigates are to be built; this is only newspaper information, but I hope it is correct, and also that the frigates are to be *of the right sort*, mounting 50 guns and upwards, and to be built of well seasoned oak or teak; if so, when war again sounds her clarion trump, we shall then see

> Great and majestic from the opening cloud
> Where grief had hid her, our Britannia stand
> The world in arms, the storm still roaring loud;
> Then shall her sons, a firm undaunted band,
> Still every foe's insulting threat withstand.

Albion.

N.B. I have read with unfeigned delight and satisfaction your inimitable correspondent Arion's last letter to Lord Melville, and approve (if my feeble voice could add to his praise) entirely of his suggestions, as well as concur in his opinions—he says most justly, that if we do not prepare *similar means* of renewing the contest if called on, as the Americans (and they are a rising maritime people), and likely in my opinion soon to be very powerful if they hold together, we must lose part of our well-earned fame, and boasted superiority: may his judicious remarks meet with that attention they deserve and merit, I think command, in the quarter to which they are addressed.

A.

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MR. EDITOR, *Dover*, 16*th February*.

I AM right glad to find the thinking part of the community daily giving a greater share of attention to Sir Sidney Smith's grand project for substituting agricultural and commercial colonists to the horde of barbarians who now occupy the coasts of Northern Afric. The members of the African institution, and the African association, ought to take a deep interest in the chivalrous Admiral's philanthropic and patriotic plan. The affliction of the *white* slave in bondage is infinitely more grievous and acute, both mentally and corporeally felt, than that of the *black*, whose slavery in our colony is a sort of freedom compared to the gallies and dungeons of Algier. I congratulate you on your praiseworthy endeavours in this righteous cause.* Let us redeem the time, and put our shoulders to the wheel. In parliament I doubt not but we shall find the subject taken up with warmth and sincerity; and if we have lost Whitbread, we shall still count Wilberforce and Brougham among our leaders. I am persuaded the subject will excite a lively and general sensation in the country.

Palinurus.

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* See 𝔑. 𝔆. xxxiv. 241, 321; xxxv. 49.
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Of Fire on board any of his Majesty's Ships, when moored with Chains, in the different Harbours of the Kingdom.

MR. EDITOR,

HIS Majesty's ship the Captain caught fire a-midships, about half past ten o'clock at night, on the 22d or 23d of March, 1813, when moored with chains, near Plymouth dock-yard, and burnt to the water's edge before she could be sunk; which was at length effected by firing cannon-shot from boats through her bottom, and she sunk about four o'clock in the morning.

When the fire broke out the wind, though gentle, was blowing from the westward, or right upon that part of the dock-yard off which she lay; and the flames rapidly spreading to a very alarming extent, threw their sparks upon the *shed-covering (composed of deal-boards and tarred canvas)* of H.M.S. Spencer, then in dock; and the engines were directed to play upon it, to counteract their effects; the wind, however, providentially subsided, and afterwards changed to a different quarter, and the dock-yard was no longer in danger.

As no means exist at Plymouth dock-yard of subduing a fire of such magnitude, when breaking out on board any of his Majesty's ships, the Captain, *though floating on the very element, required to extinguish flames when breaking out in buildings on shore,* was left, like the Boyne upon a former occasion, (and as all other ships must be left, until *floating engines* be provided, a *prey to the flames*) for it is well known that the engines supplied to the ships of war are of little use but to wash their decks or sides with.

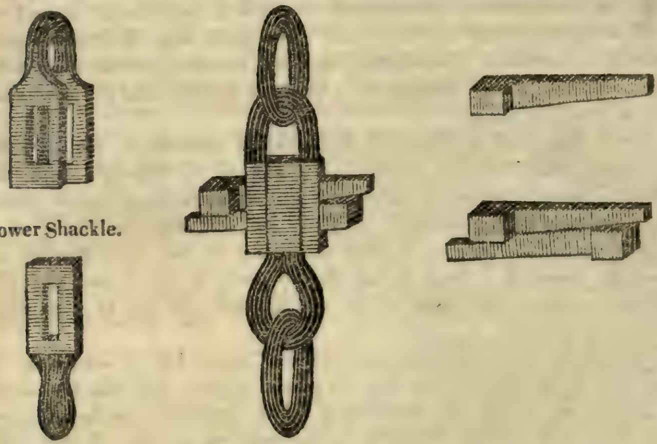
Nothing therefore could be done with the Captain but to endeavour to sink her; every attempt to scuttle her proved in vain, nor was it possible to remove her. Ships that were fitting for sea near her were hauled away from their hulks without difficulty, as they had but to cast off their lashings; but not so the Dublin's *Hulk*, the Intrepid; her chains were found foul within-board, and could not be cleared; she was therefore abandoned and left to take her chance. It is by some considered necessary to keep as great a length of chain *within* as *without* the ship; that, by an *equal* degree of *weight*, the ship may be *carried down* at her *moorings*, when the *bitts* may be consumed; it will therefore be evident that chains of this description cannot be very expeditiously slipped at any time by the few hands (not exceeding six) that are left to take care of the ships in ordinary.

Had the dock-yard continued in the dangerous predicament in which it stood at the commencement of the fire, it is confidently presumed that a means of *removing* the burning ship to a place where she would be likely to do less injury, would be a desirable object.

Under this impression, as well as to afford a greater facility to hulks *not on fire* to slip from their chains in such cases; to prevent or arrest, as speedily as possible, the progress of so great a calamity, the following method, a small model of which had undergone a most severe trial, was submitted to the consideration of my Lords Commissioners of the Admiralty and to the Navy Board.

"A method proposed of expeditiously disengaging a ship of war from her mooring-chains in case of fire. To be inserted in the chains within and without the bows of each ship, to be easy of access by boats when the chain within board cannot be got at. Suggested by the burning of H. M. S. Captain, at her moorings in Hamoaze, and the consequent danger of the Dock-yard and surrounding ships in March, 1813. A small model upon this principle, with a butt of water suspended to it, was knocked asunder in twenty-five seconds. N. B. The bolts united may be used as a fid for a topmast, and can be driven out without slacking the rigging."

Fire shackles for Mooring-chains.



Upper Shackle. Shackles and Blolts united. Wedge Bolts.

Lower Shackle.

The experiments hitherto made with it were by the officers appointed by the port-admiral to examine it, so far favourable as to cause them to recommend it for trial upon a large scale; but their lordships, (from the Navy Board's *opinion* of its *probable* incompetency), did not think proper to order any experiment to be made with it; considering that from the great pressure and oxydation of the iron the difficulty of disengaging a ship would be too great.

The wedge-bolts made of copper, or composition, might be found to obviate this objection; at least, it would seem that it is deserving of trial.

Let it be remarked, that a set of mooring-chains, with the fire-shackle inserted in them, would not thereby be rendered less efficient for their purpose of bearing the weight and strain necessary to the security of the ship; nor would a trial cost the country twenty pounds. It has been said, that to raise from the ground the remnant of the Captain cost 20,000*l.*

While some have considered the proposed method objectionable, from the liable corrosion and adhesion of the bolts, rendering their disengagement almost impracticable; others have thought that *firelocks* were necessary to keep them in their places; and which a trial only can determine. Were the shackles to be *too easily* knocked asunder, it would be in the power of evil disposed persons to set adrift, in one night, any number of ships they thought proper! Of ships, and vessels of war of every description, now lying in the harbour of Hamoaze, are no less than one hundred sail, of which eleven are ships of three, and thirty-two of two decks.

A Sea Officer.

Jan. 1815.

MR. EDITOR, 9*th Feb.* 1816.

THE late dreadful shipwrecks on the coast of Ireland, and the loss of so many valuable lives, must have made a deep impression on the minds of a generous and compassionate public. I allude to the melancholy loss of the Seahorse, Lord Melville, and Hound transports, with the greater part of the 59th and 62d regiments on board, where *whole families* and whole corps have been engulphed in the merciless ocean; never, I believe, has there a more disastrous or more destructive shipwreck occurred.

We have no doubt succeeded in safely landing nearly 20,000 men from France, who have indeed incurred all the difficulties and hazards of a winter's march and passage to their native country: but when arrived, I cannot fancy, nor conceive any adequate reason for not putting these troops into the *nearest* and *most convenient* quarters; but instead of doing so, government has embarked a third part again in larger vessels, and sent them to Ireland, a considerable part of the rest to the extremities of the kingdom, to *Plymouth* and *Sunderland—they were landed at Dover.*

The consequences of such arrangements are now too fatally known, they are impressed with sorrow on the minds of all, and perhaps of those who issued the fatal orders of their departure. I believe, Mr. Editor, I can anticipate the reason which will be assigned for sending troops to Ireland at present: it will be said, government want to disembody the militia *immediately*, and these unfortunate veterans were going to relieve them. However anxious ministers may have been to reduce the military establishment, if they had delayed taking the necessary steps until spring, there would have been no great lapse of time, nor waste of money. It will not be forgot that when the interchange of the militia was first determined on, it was very properly not carried into effect until the summer; how much better it would have been to have awaited this season on the present occasion, I need not now mention; the dreadful waste and loss of lives too fatally attest the truth of my assertions. At this very time there are, I suppose, thousands of militia on their passage to England—may their fate be happier than the unfortunate 59th and 62d;—and may their misfortunes be the last we may have to record; but it has been too dreadful to be easily or speedily forgot: and it will be hard indeed if it is not sufficiently impressive to awaken the minds of those in power to the propriety of consulting the *seasons* and *elements*; there is now for them who sleep beneath the foaming ocean neither hopes nor fears;—their fate (however sad and afflicting) is sealed in death! but for the gallant warriors who remain to us, let there be more consideration: it is true they are the servants of the king—of their country; and at their call they certainly are, on every occasion, to obey them: they have indeed nobly done their duty; and shall their country and the king's ministers be regardless of their safety and preservation—forbid it gratitude. May the proper season be chosen, and the proper means of conveyance henceforth be more carefully allotted than has, on many occasions, been the case! How necessary it is to embark troops in good vessels, and to keep them from being *too much crowded*, sufficiently appears from the late losses, where *two* regiments were crowded into *three* common-sized transports. I am indeed very anxious to draw the attention of the Transport Board and Commander-in Chief to the important subject. It is probable, in the course of the year, there may be many changes of our foreign garrisons: if so, I earnestly hope our men of war, or large ships, will be employed, and the best season chosen for their conveyance. Surely the annual loss of lives which occurs from our sending troops to sea in winter may henceforth be lessened if not *altogether* averted.

Nestor.

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MR. EDITOR, *February 12th*, 1816.

SINCE the Noble Lord (Castlereagh) took occasion to bestow so many panegyrics on what his lordship was pleased to term the "glorious services" of the British navy during the late war, in the recent debate on the proposed naval monument, it would not be inconsistent were that noble lord, from his high political eminence, to condescend to reconcile (if he can) the glowing sentiment of admiration, and gratitude then expressed towards the navy, in parliament, with the notorious fact, that there are officers of twelve and fifteen years standing as lieutenants; men of unblemished honour, and acknowledged skill, and gallantry; who, after having been drudging, and fighting almost unremittingly throughout the *two* late wars; now find their long services and their claims disdainfully rejected, and themselves cast aside from promotion, and doomed to drag out the remainder of their days on the lieutenant's list, for no other reason but because they do not happen to possess what is denominated "*Interest*."—Whilst, to heighten their mortification, they witness youngsters, who have been as rapidly as possible pushed on to their Post rank, and who could not have been breeched till long after the lieutenants in question had become such. Can there, sir, in the name of justice and humanity, be a respectable man in England, who must not deprecate such unmerited, such cruel treatment? Any person at all acquainted with the administration of our naval affairs, must immediately perceive that the late promotion (such as it was) of the poor "friendless" Midshipmen, would never have taken place, had not the subject been adverted to by the respectable part of the Opposition in Parliament. And it would surely be extremely cruel were the case of the veteran naval lieutenants in question to go unredressed.—There is a wide distinction in justice between officers who have been, perhaps, for the late *two* wars on shore, and those who have been serving at sea all that time, and common justice demands an equitable selection should be made of the latter, for that promotion they have always anxiously looked to, as the ultimate and honourable reward for their arduous toils.

Justitia.

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MR. EDITOR, *Croydon*, *Dec.* 1, 1815

IT has for some years been a constant complaint at the Admiralty, that the list of lieutenants was so large as to preclude the hopes of many, who might otherwise have been promoted. That would not be the case if *retirement* were allowed, as in the military profession. When inquired into (if ever it is) it will be seen that there are hundreds of lieutenants who would gladly *retire*, and could esily establish their just claims to it.

What good can possibly result from keeping a number of officers on the effective list, when it is well known they never can serve, and of that class too which is required to perform the most fatiguing (though most ill requited) duties, and are altogether, indeed, unequal to their situation? To say nothing of the injustice of not providing for them in a way which their past services and sufferings merit, they have the additional mortification of being considered stumbling-blocks, as it were, to the younger and more active men.

During the late war it was absolutely not unusual to see lieutenants at *signal posts*, who were almost *blind!*—others so mutilated that they could scarcely walk without the aid of crutches; and in some instances lieutenants of thirty-five years standing, with the additional comfort of six children, have been appointed to those situations. A fact so disgraceful to our national character would not be credited, if told to a Frenchman or a Spaniard who had seen the battles of the Nile and Trafalgar.

I am, Sir,

Navalis.

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MR. EDITOR, *November*, 1815.

THE criminal negligence of not inquiring into, and reforming the cause of the *discontent* amongst the subordinate classes of our naval officers, and of our seaman, cannot be too much condemned.—While our Rulers have established Boards of Revision, whose cases have extended to the saving of a nail, not one thought has been given to the deserted claims of the former, or the destitute condition of the latter. Scarcely one endeavour has been made to attach these "*friendless*" of our fellow-countrymen but by pains, penalties, and toils, as if, what every man knows to *pain* could, by a decree of erring man, be made to them a *pleasure.*

X.

PLATE CCCCLVII.

Mouth of the Vistula.

BEYOND the eastern limits of Pomerania is the gulph of Dantzic, the western extremity of which, called the gulph of Pautzig or Putzig, is formed by a curved tongue of land, at the extremity of which is the little town of Hela. On the coast of Prussia are the two remarkable basins called the Frisch-haff, (or Fresh-water haven) and the Curich-haff (or Curish-haven); whose waters are fresh, being formed by the rivers of Poland: each of these basins communicate with the Baltic by a single strait. The Frisch-haff is 16 or 17 leagues long, and 1 to 5 broad, a tongue of land called Frisch-nerung,* separates it from the Baltic: this commences near Dantzic and extends eastward 19 leagues, with a breadth of from 1 to 3. The western part is fertile and cultivated; but the rest is barren sand with only a few fishing hamlets. Under the sand are found calcareous earths, flints, and vegetable decompositions. The communication of this basin with the sea has changed several times; and the present passage near Pillau was formed during a storm in the year 1500: it is from 1900 to 2000 fathoms wide; with a depth of 13 to 16 feet. The Curisch-haff owes its name to the *Cures*, an ancient people who also gave their name to Curland or Courland. This basin is 19 leagues long, and 1 to 9 broad. It communicates with the Baltic by a channel near Memel, which is 3200 feet wide, and 11 to 13 deep: but its depths are irregular, and it has many banks. From the interior extremity to a place called Windeburgh, there is no current, and the waters are so tranquil that they freeze at the same time as the lakes, but beyond this the currents are rapid. The tongue which forms this basin is called the Curisch-nerung: it is 20 to 21 leagues long, but in many places so narrow that the waves of the Baltic wash over it into the basin. Its antient name *Mendo-niemi*, or "promontory of pines," denotes its having been formerly covered with those trees; but a very few only now remain, and those stripped of their branches and reduced to the resemblance of posts. Being exposed to all the fury of the winds, the superficial appearance of this sandy isthmus continually changes, by the formation of sand-hills one year which are levelled the next. It is totally uncultivated, and inhabited only by fishermen and pilots, whose dwellings are ever in danger of being overwhelmed by whirlwinds of sand, as happened unto two of them in the seventeenth century. A few hares and deer are the only animals that visit this desert tract; but it is frequented by numerous crows and hawks; the former of which are taken for food in such great numbers that the tithe of them forms a part of the ecclesiastical pastors' revenue. The whole coast of Prussia is low, covered with stones, and lined by sand-banks: it is famous for the amber thrown upon its shores in N. and N. W.

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* FRISH-NERUNG.—This slip of land is said to have been thrown up by the tempests and waves, about the year 1190. See PINKERTON's *Modern Geography* and BUSCHING iii, 10.

gales of wind, particularly in the district of Samland, between Pillau and the Curisch-nerung; the fishermen of which district are bound to collect it for the crown, and for this service are free from military conscriptions: the sea however brings less of this substance than formerly; and the greater part exported is from the interior of Prussia.

From the mountains of Moravia and Silesia the Baltic receives the great rivers Oder, and Weichsel or Vistula; which have almost the entire of their courses through the Prussian dominions. Between them several lesser rivers empty themselves, as, the Rega, the Persante, the Wipper, the Stolpe, the Lupon, and the Leba; they generally are navigable, and form ports at their mouths.

The Weichsel has its source in Silesia, not far from that of the Oder, and is navigable almost its whole length which is 200 leagues. After passing the cities of Cracow, Sandomir, Warsaw, Thorn, and Culm, all in Poland; it directs its course through Pomerania, passing by Graudentz and Marienwerder: near Marienbergh it divides in two branches, which are each again subdivided into two others, forming a number of islands called *werder*. Of the branches, three empty themselves into the Frisch-haff, the largest by the name of Nogat; and the fourth or main branch, which retains the primitive name, traverses Dantzic, and falls into the gulph at Weichsel-mund. The only artificial navigation branching from this river is by the canal of Bromberg, which combines the Brahé, a tributary of the Weichsel, with the Netz, which latter falls into the Warthe, and this last into the Oder. This canal is six leagues long, 30 feet broad; and the boats employed on it are of 5 or 600 quintals burthen. The Frisch-haff, besides the three branches of the Weichsel, receives the rivers, Elbing, Passarge, and Pregel. The last is deeper than the Frisch-haff, and has communication with the ramifications of the Niemen by small canals. The geographical site of Dantzic is 51° 29′ 9″ N. 18° 38′ E. from Greenwich. (TUCKEY's *Maritime Geography*, vol. 1.)

Vistula or Weisel River, a river of Poland, which rises in the mountains S. of Silesia, from whence it runs E. to Cracow Island, and then turns N. by Warsaw, and at last falls into the Baltic Sea below the city of Dantzic. (MALHAM's *Naval Gazetteer.*)

LITERARY INTELLIGENCE.

Lieutenant J. P. BAKER *and Dr.* QUARRIER's *Proposal for a Library on board H. M. S. Leander.*

H. M. S. Leander, Woolwich,
Jan. 1, 1816.

GENTLEMEN,

WHEN we consider the many improvements which have been made in the navy since the commencement of the revolutionary war, we cannot help expressing our surprise and astonishment that so useful an establishment as a public library on board his Majesty's ships of war should have been hitherto neglected; more especially as we conceive (whatever the prejudiced might say to the contrary) that such an establishment is not only practicable, but that it may be accomplished with the greatest facility; and that it could only require a suggestion to be carried into effect. Indeed, when we contemplate for a moment the great and decided advantages of a library where books of the highest merit in the different branches of science may be constantly resorted to; where, by a proper selection, these books may be adapted to the capacity, inclination, or views of the various subscribers, in a place where our society is so much circumscribed, and where so great a proportion of our happiness and comfort must depend upon our mental resources and acquirements, our minds are naturally heated by the impression of the beneficial effects which must necessarily arise from it, and with the ultimate influence it must obviously have on the conduct of the more juvenile subscribers. How often, gentlemen, are we placed in circumstances where, had we an opportunity of refering to the best authors on the subject of our research, the greatest errors might be corrected; and improvements, most useful to science, might be made. Our minds being warmed and heated by the contemplation of the objects around us, we have an immediate opportunity of making such a reference: it is thereby most firmly impressed upon the imagination, and a disposition to communicate the information obtained is readily generated. But, alas! when we have not those opportunities of reading, so as to give us confidence in our own judgment in the separation of truth from error; and when we cannot make such immediate application to approved works on that branch of science which occupies our attention; months may pass away; our enthusiasm is gradually exhausted; our energies are weakened; and consequently the knowledge which might have been communicated to the world is lost to ourselves and others. A public library would obviate this, and not only give facility to a variety of improvements, but it may be the source from which discoveries, most useful to mankind, might originate. We maintain that naval officers have the greatest opportunities of acquiring information, and it only requires a proper direction to render it useful to society.

To the younger branches of the profession, who, from the nature of their situation, must be inevitably subjected to a variety of privations, such a scheme must be productive of the most lasting and incalculable benefits. It would improve their understanding; it would give them a disposition for research; it would strengthen their judgment; and it would be the inexhaustible source of the highest intellectual enjoyment; their morals would be improved; their manners would become more amiable; their conversation would naturally assume a new and more agreeable form; and many of the vices and irregularities so often imputed to young naval officers would be entirely suppressed! Philosophers have long agreed that example is better than precept; and we most firmly believe that the young officers who could have such an advantage as a well arranged and properly conducted library would only be distinguished by their superior endowments, and the grand pre-eminence of higher cultivation; their society would be in request, and they would be held up as an example to all around them!!! They would not only be an example of morality and virtue but in discipline and attention to their duty.

The Leander, gentlemen, is peculiarly calculated for an institution of this nature; she has every advantage which a ship could possibly possess: we have a liberal and cultivated commander who has offered his protection and assistance; and we cannot conceive that there can be the smallest objection to the proposal. It would be the highest incitement to the acquirement of literary knowledge; the *tædium vitæ*, so much to be dreaded at sea, would be no longer observed; the fiend *Ennui* would be banished for ever; there would be a constant theme for conversation; a general sense of propriety would always be inculcated; and a taste for literature and study would be insensibly infused!

Such, gentlemen, are the beneficial effects which are likely to arise from the plan of our library which we propose (in order that it may meet the wishes of all) to be conducted with the most strict attention to economy: and who knows but that a spark emanating from so trivial a source may spread its genial influence to the farthest extremity of the globe! That such may be its results is most devoutly to be wished; and we can only hope that it will meet with general approbation. In order to promote the establishment we now offer our books, consisting of some hundreds of volumes, for the use of the subscribers, under certain restrictions, which will be hereafter communicated: and we can only add, that the communication of happiness to all around us is the only true mode of ensuring our own felicity: let this sentiment guide and direct us!

To the Officers of H. M. S. Leander.

The following regulations are submitted for the government of the library, as without some specific rules the establishment might be materially injured; still the subscribers will perceive much must be left to their own good sense and discretion.

1st. That the admiral and captain shall be invited to patronize the establishment.

2nd. That a committée shall be appointed by the subscribers, who will have the supreme government of the library.

3d. That a librarian and a treasurer shall be appointed from amongst the subscribers.

4th. That the officers shall be invited to contribute their private books to the library.

5th. That every subscriber will enter into an immediate subscription for the purchase of books.

6th. That every subscriber will pay a further subscription of —— per mensem for the purchase of new or periodical works.

7th. That the subscribers shall be invited to suggest what books they may conceive most necessary; but the committee will regulate the purchase according to the funds in the treasurer's hands.

8th. That the treasurer will keep a regular account of the sums received and expended; and an account will be immediately opened with each subscriber, which will be always ready for inspection.

9th. That all subscriptions must be paid up on the first day of every month.

10th. That in case of the removal of any of the subscribers, it will not be expected that there can be funds in the treasurer's hands to remunerate them; but an account will be regularly kept, and at the dissolution of the establishment the books will be sold to the best advantage, and the dividend will be paid to the order of the subscriber.

11th. That the librarian will have the sole direction of the library.

12th. That he will cause catalogues to be made out, with the numbers and prices of the works, and the numbers of each work will be affixed to it.

13th. That if books are injured or mutilated, the person so injuring them must be responsible for the value of the work, and it will be delivered to him.

14th. That the librarian will have the books under his immediate superintendance, and none are to be taken out without his permission.

15th. That the greatest decorum will always be observed, and silence will be strictly enjoined.

16th. That as some of the gentlemen may be desirous of studying in retirement, books may be taken from the library upon application to the librarian.

17th. That the librarian will keep an account of books lent, and specify the time they may be retained, according to the size or nature of the work; and any of the subscribers who may be desirous of perusing a work which may be in the hands of another, will receive it according to priority of application to the librarian.

18th. That if any of the books are lost, the borrower will be responsible for the value of the work, and the regulations in article 13th will be equally in force.

19th. That the subscribers will be mutually obliged by books being lent to the library.

20th. That the proprietor will be at liberty to withdraw his books when he may think fit.

21st. That the librarian will not permit private books to be taken from the library without the consent of the proprietor.

22d. That if private books should be lost, injured, or torn, they will be regulated by article 13th.

23d. That as many of the friends of the officers may be desirous of contributing to the establishment, donations of books and money will be thankfully received for the use of the library.

A code of the above regulations will be always open for the use of the subscribers.

THE GENOESE CAMPAIGN;

Or a Detail of the Operations of the Allied Army, commanded by his Excellency Lieutenant-general Lord WILLIAM BENTINCK, *with a short View of the State of Italy in* 1813; *by a* NAVAL OFFICER *employed with the Army.*

[Continued from page 56.]

THE Sicilian government, in the most positive terms, refused to coincide in this arrangement; in a personal audience with the King, Lord Bentinck stated the necessity of the truce: his Majesty, it is said, expressed the utmost indignation; the Parliament of the Island commenced a violent system of opposition; the supplies for their troops had been voted annually; they were now restricted to two months. The whole patriotic party were incensed at the continual interference of our ambassador: during the absence of his lordship, the most daring libels had been publicly exhibited against him; in one he was represented on board the America, Neptune, surrounded by the minor deities, rising from the sea, and demanding his name. "I am Lord William Bentinck; I found Sicily in domestic tranquility; I have left it, after banishing the Queen, exciting civil war, desolation, and the plague." The conduct of the Peers and Clergy was consistent with the Commons; some of the most popular characters had addressed a letter to the people, couched in the most violent language; it was publicly supported by the Prince of Belmont, the great patriot of the Isle, who had been rescued from banishment, attainder, and death, through the influence of his Lordship. In a private interview, the Ambassador reprimanded him with spirit and success:—"I found you, Prince, a miserable and unfortunate man, prosecuted by the Queen, banished to a miserable Isle, and awaiting her last orders for confiscation and death. I restored you to rank, affluence, and liberty; recollect, Sir, that while I wish to increase the power of your native country, that I am not without the means of punishing you, should you counteract my endeavours in support of my country." The Duke di Angérie, and Marquis Merlo, were committed to the House of Correction; while the Duca di Sperlinga, the Lansdowne, of the Peers, and father of Prince Petroli, was banished to Zante. In consequence of these severe, and apparently necessary, measures, opposition languished at his feet: the Prince Don Francis agreed to a co-operation with the English troops; preparations were immediately made for embarking the greater part of the native regiments.

Lord William Bentinck is the second son of the late Duke of Portland, and inherits the saturnine disposition of his family; a miscellaneous education in court and camps, gave his Lordship an experience at an early period of life, generally unattainable; firm, unrelenting, and severe, in the prosecution of his political measures, with a total absence of those bienseanees so strongly recommended by Lord Chesterfield, he accomplished the revolution in Sicily, supported by a military power, with a persevering obstinacy, that baffled every effort, talent, and ability of the unfortunate Queen; and set opposition at defiance. She considered him as the great cause of her distress; he, her as the chief obstacle of his success; and, surrounded by her enemies, was probably driven to measures beyond his original intentions. In accomplishing her banishment, he performed a service the most important; but in the means, England for ever lost the affections of the inhabitants. The Queen, while she dreaded his power, despised his talents: "He is," said she, "a hard-hearted German Corporal, gifted with total insensibility; they have sent us a man without feeling." Her letter to him was a solemn, but melancholy, picture of Majesty in distress. As a military man, his Lordship has distinguished himself, as an active intrepid partizan. In Sir John Moore's retreat, he commanded the rear guard with intelligence and spirit; in the Catalonian campaign he totally failed; his vanguard, unsupported by divisions, vanished before the active genius of Suchet. While Governor of Bombay, the general tenor of his conduct, and the amiable disposition of his enlightened lady, the daughter of Earl Gossford, secured him a deserved popularity; his character in Sicily softened the rigour of his measures. In person, his Lordship is tall and athletic; plain, and without ceremony; his manners, his dress, correspond with his disposition. Careless of Italian frivolity, his whole deportment excited their astonishment and dislike: at a dinner given by the Duca Pignatelli, he entered in a grey surtout, having walked from his hotel. In this particular, he resembles Lord Wellington, whose manner, dress, and epistolary style, are his greatest affectation. To conclude, his private character is marked with magnanimity and honour; a generous master, an affectionate husband, an honorable and discerning patron; his virtues insure him gratitude, esteem, and affection; his manner is calculated to repel; such is the character of a man, from his continued absence, little known to his countrymen.

In January, 1814, his Lordship again entered Naples Bay; on landing, the royal carriages awaited him; he declined the offer the Queen made, of a suit of apartments in the palace; clothed in his military surtout, he proceeded on foot to Magrath's hotel, in the Chiogi: the inhabitants could not conceive, that a man who had made all Sicily tremble, would traverse the streets in such a garb, a lieutenant's, in their opinion: thousands remained on the mole until the close of day. The partizans of Ferdinand were exhilarated by his arrival; aware of the scene which the morning at Palermo presented on landing the troops in 1812, the most sanguine expectations were entertained of a similar procedure. The royal family were tainted with the general uneasiness; the Queen, continually in tears for the misfortunes of her brother, was astonished at his absence from the court; to exhibit to him the attachment of the populace, she, surrounded by her young family, entered her box in the Opera, and was received by the whole audience with plaudits equally enthusiastic and gratifying. Lord Bentinck having completed the object of his mission, returned to Palermo, where the utmost activity had been exerted during his absence for the sailing of the expedition.

The army of Naples, twenty-two thousand in number, immediately commenced their operations; Ancona, Rome, Bologna, Leghorn, and the whole of Tuscany, were rapidly subdued, either by force or negociation. Murat granted permission to the French garrisons to retire, with all their ammunition, vessels, and stores; that of Leghorn, with the brigs of war, proceeded to Elba. Murat, on commencing hostilities, issued a proclamation, permitting all Frenchmen in his service to return home; its language was temperate; that of the Viceroy expressed the utmost indignation and contempt for his dereliction. Several obstinate affairs of posts took place; in one, General S. Susanne, with ten pieces of artillery, was captured.

Sir Josias Rowley, assisted by Lieutenant Blythe, exerted themselves to complete the tonnage necessary for the conveyance of the troops. Transports of every description were collected from the ports of Zante, Minorca, and Gibraltar. The violence of the plague at Malta, with the necessary precautionary measures, increased the difficulty incident to those occasions; it was found impossible to procure a sufficient number for the embarkation of the whole. Brigs of war were despatched in every direction to recall the cruisers, particularly the Pembroke and Mulgrave, 74's, then off Corsica; but those ships had returned to the fleet. On the 22d of February, sixty-one sail were assembled; an accident which occurred had nearly destroyed the whole: the London, horse-ship, the innermost in the tier, took fire during the night, from a considerable quantity of provender igniting; she burned with such rapidity and fury, as to render every attempt to quench it impossible; fortunately, the night was tempestuous and wet; she was cast loose, and drifted with rapidity towards the citadel, where she was totally destroyed; the masters of three vessels, and seventeen men, unavoidably perished. In consequence of this melancholy accident, the 21st and 62d regiments of the line were distributed in the ships of war: by the 28th, the whole of the first division, consisting of the 21st and 62d British, a detachment of artillery, under Colonel Lemoine, 4 regiments of the Italian levy, Greek light infantry, Calabreses 4th and 6th battalions German Legion, 250 Sicilian cavalry; total number of bayonets, 7700; the second, consisting of the 31st British, 8th German, two regiments Sicilian guards, were under orders at Melazzo; the 10th and 14th British were to embark at Malta: the Mermaid, Captain Dunn, having been despatched for that purpose; this part, from the fears of infection, never joined the army, which was completed, by detachments from Sicilian corps, to above 12,000 effective men. The staff consisted of—

Lord William Bentinck, commander-in chief; Lieutenant-general M'Farland, reserve; Major-general Montresor, advance; Brigadier-general Gosselyn, English brigade; Colonel Bruce, acting Brigadier-general, 8th and 31st German; Brigadier-general Rothe, Sicilian troops; Colonel Lemoine, artillery; Captain Tylden, engineers; Colonel A'Court, military secretary; Sir John Dalrymple, and Major Keorah, quarter-master-general, and adjutant-general's department; Colonel Travers, commanding light troops.

In the evening of the same day, Lord William sailed for Naples, in the Furieuse, accompanied by his personal staff; Sir Josias Rowley weighed, with the whole convoy, consisting of H. M. ships America and Edinburgh, of 74 guns; Imperieuse, Iphigenia, Bombay, and Termagant frigates, with sixty-five transports, under the orders of agent and Lieutenant Bayley; before night they were clear of the land; on the ensuing morning they were abreast of Isle Ponza, celebrated in ancient history as a place of banishment to many illustrious names; it must have been to this Isle, and not Vento Tiene, that Julia, the infamous daughter of Augustus, was banished; the baths, which still retain her name with the ignorant inhabitants, confirm this conjecture. The capture of this island was executed in a most masterly manner. Placed directly opposite Monto Circello, to which it communicated by telegraph, it commanded in fine weather, from its height and situation, a complete view of this part of the Tuscan sea, its excellent but small harbour afforded a safe retreat to those privateers who annoyed the Sicilian trade; who could not always enter Naples Bay with the wind to the eastward; vessels from Corsica, shut out from their destination by our cruisers, here waited a better opportunity: the increasing force at Naples, required a place of observation and security for our own cruisers. The town was defended by a battery on the mole head of four guns; a lofty tower on a height, with five other batteries, in the most commanding situations. From the closeness of the entry, the strength of the works, and the elevated heights on which they stood, success was improbable; Captains Napier and Mounsey, of his Majesty's ships Thames and Furieuse, officers well known in the service for distinguished ability and successful effort, having frequently reconnoitred it while cruising on the station, applied to Lord William Bentinck for a detachment of troops; 300 were embarked, under the command of Lieutenant-colonel Coffin, an officer of great and promising talent. The approach of the squadron was known at Ponza several days before their arrival; six privateers and some merchant vessels sailed for Naples; every preparation was made for the attack by the commandant, with a brave garrison of 300 men, chiefly French. A more beautiful marine subject never presented itself to the imagination of a Pocock, than the advance of the frigates to the attack; the troops were ordered below, the Thames, leading, with the Furieuse in close order astern; rapidly closing the mole, they eluded the fire from the most elevated heights; anchoring within a few yards, both ships shortened sail, with the coolness of a common manœuvre. On coming to, the troops were placed in the boats, under the guidance of Mr. Wilkinson, master's mate, a most promising officer; they pulled so closely under the cliffs on which the batteries were constructed, as to elude their fire; landing in a small sandy bay, ascending the heights in the rear, and above the enemy, who had continued to oppose a brave, but unavailing, defence. Placed between two fires, they immediately surrendered. The talent, intrepidity, and conduct of this attack, while it reflects the highest credit on those concerned, completed the capture without loss; from this circumstance the Admiralty, conceiving it of no importance, did not promote Mr. Wilkinson, or any other officer, although strongly recommended. The mole is a very extraordinary work for such an isle; inside is water for a 74; four of our frigates have frequently lain there. The public stores, barracks, and church, are neat erections; almost the whole of the inhabitants live in caves cut in the side of the hill.

(To be continued.)

STATE PAPERS.

SERIES OF THE DOCUMENTS ANNEXED UNTO THE REPORT MADE BY THE PRESIDENT OF THE ASSEMBLY OF THE MEMBERS OF ALL THE ORDERS OF KNIGHTHOOD IN EUROPE, CONVENED AT VIENNA ON THE 29TH DECEMBER, 1814.

[Continued from page 166.]

No. V.

Recitals of the deplorable situation, cruel treatment, and horrid sufferings of the white slaves, in Africa.

A TRAVELLER recently returned from Algier, has furnished the following description of the miserable condition of the Christian slaves :—

" During my sojourn in Algier, I resided in the country house of the English Consul ; but I went every morning to the town, to pay a visit to my hapless fellow-passengers ; *viz.*—Messrs. TERRENS, of Leghorn, two brothers, one of whom is a respectable merchant, the other an excellent painter. They are both slaves at Algier ; but, by special favor, exempt from all public work. The visits which I was permitted to make to them were always very short, and I never returned from that horrible town without having my heart pierced with sorrow. One feels within the walls of Algier a particular anguish, an oppression of the spirits, as if, in that region of terror and tyranny, respiration was prohibited. The sight of tyrants and of slaves—of oppressors and oppressed—insolent barbarians and forlorn captives ; this contrast of arrogance and submission—of violence and dread ; the liability to be insulted, beaten, imprisoned, and put to death on the mere suspicion or caprice of an infuriated and bloodthirsty despot, or perchance because such is his good pleasure, combine to produce in the mind despondency, distraction, terror—and, in the sequel, to blunt and paralyze all the intellectual faculties.

" He who does not know what slavery is, and has not witnessed the horrors of it at Algier, cannot form an idea of the last degree of human degradation and misery, nor of the debased, torpid condition, to which misfortune may reduce the mind of a man. There were at that time upwards of *sixteen hundred* white slaves at Algier. Above a hundred of them annually fell victims to grief, despondency, excessive fatigue, or to the cruelty of punishment. Shut up every night in a barrack prison, they lie upon the ground, exposed to the wind and rain. At the dawn of day, the wretched captives are awakened, by unmerciful beating, and conducted to their painful toils, which continue without intermission till night. Some of them work at the arsenal, where the slightest fault subjects them to the most cruel treatment—for instance, to five hundred strokes with a stick upon the soles of the feet; others, like beasts of burthen, are doomed to roll, or to carry large pieces of rock severed from the mountains; they frequently succumb under the weight, and are crushed to death. I have seen several of these wretches return to the town, mutilated and covered with blood. I have seen some of them fall down in the streets, and forced by the lashes of a whip, like the vilest animals of the creation, to get up again; while others patiently endured this torture, and remained absolutely motionless, awaiting and sighing for death to release them from suffering. The sustenance of these poor creatures consists of two small loaves a day, black as soot, and bitter as gall; one is given to them in the morning, and the other at night. Reduced to the most abject misery—cut off from hope and comfort, they find themselves the objects of contempt, insult, and brutal treatment, from the whole Moorish and Turkish race;—and, without priests or divine service, these outcasts have not even the consolation of religion. Spain alone maintained a poor ecclesiastic, who had the superintendence of a small hospital, and officiated at the sepulture of the Christians. Before that Power, a few years ago, purchased the small spot of ground for burying them, the bodies of christians were not even interred; they were thrown upon the road side, to be devoured by dogs!*

" Unfortunately, the high price required as a ransom renders the deliverance of the captives extremely difficult. The *Dey* must be paid 500 piastres for every Christian, because money is the ruling passion among those barbarians. The *Dey* and some other Algerine families are extremely rich. The present despot, Nadshi Ali *Pasha*, is the most cruel monster that ever ruled at Algier. His reign has already continued six years, and it is wholly to his incessant vigilance and extreme cruelty that he is indebted for his preservation. He never appears in public without being surrounded by a great concourse of guards; the people dare not even look this demon in the face; but they prostrate themselves to the earth before him, and vociferate *Selam-alek* as he passes. He glories in his states being a den of pirates and robbers; on one occasion he complained that the English had taken one of his corsairs, and addressed them thus—" You *have done wrong instead of* us; when we do a thing of the kind, it is because we are *professed pirates*, and I have the honor to be the *supreme head of this community of freebooters!*"

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* This is no exaggerated picture. Captain Croker, of the royal navy, lately returned from Algier, has laid before the public a letter on the subject of the slavery of the Christians, of which he was an eye-witness, calculated to excite the best feelings of humanity: *the African Slave-trade was nothing to it.* The honor of the country is also deeply interested in this horrid traffic being put down, as several of the instances were in direct hostility to the British flag. This worthy and able author, not to do things by halves, gives, from actual inspection, the state of the defenses of that scene of horror, and the probability that these piracies would be put down, even on a serious demand effectually made, and enforced by military demonstration.—(Ed. 𝔓.ℭ.)

Particulars furnished to Admiral Sir SIDNEY SMITH, *by Mr.* MELCHIOR DEBRIE, *Knight of St. John of Jerusalem, and of the Royal Military Order of St. Louis, touching his captivity at Tunis.*

"In an excursion which I made in the Mediterranean in 1798, on board a corvette under the Maltese flag, equipped as a cruiser against the Barbaric States, I was taken, together with my fellow-voyagers, and soon thrown, with them, like a bale of goods, into the hold of a xebec, heaped upon one another, wounded or not wounded, in a most cruel manner. Mouldy biscuit and fetid water constituted our sustenance for five days. Extreme suffering does not always terminate in death. The wounds which I received in the action before and during the boarding, were not dressed till after the lapse of six days. We landed at length at the *Goletta*, an imposing fortress near Tunis. I was not able to walk—they tossed me upon a mule, and, by way of quickening its pace, they belaboured me with their sticks and whips. On entering Tunis, half-naked, and all over blood, the enfuriated mob hissed and hooted, and insulted me; inflicted upon me blows with sticks, and lashes with whips, kicked and cuffed me, spate in my face, uttered horrid imprecations and threats, and assailed me with stones;—such was my reception in that barbarous town, which I momentarily expected would be my untimely tomb. *You dog of a Christian—you shall suffer—you shall be put to death!* exclaimed my tormentors, as they continued to beat and outrage me. At length, in the midst of a horde of those barbarians, one took me by the arm, another by the ear, and twirling me round and round, asked, "*How much will you give for the beast?* They then dragged me through Tunis, to convey me to Barda, the residence of the *Bey*, in whose service I was entered as a slave. Having one day repeated to one of my companions in misery, an expression made use of by the *Bey*—'*That the ground which he trod upon contained mines of gold and silver, but that he took especial care not to mention the circumstance, in order that he might not excite the jealousy and cupidity of the Europeans, who would soon drive him from his domain;*'—he came to a knowledge of the disclosure, and ordered me to be put in irons. It is the horrid and insatiable thirst for gold which instigates those barbarians to the perpetration of so many atrocities. For my deliverance, in the capacity of a knight of Malta, they required one hundred slaves, or one hundred thousand francs.

"Ere long, I should infalliby have fallen a victim to the horrors of such a cruel captivity, if Mr. DEVOIZE, the French Consul, and Mr. PERKINS-MAGRA, the English Consul, had not come to my succour. I feel happy in having it in my power to proclaim to the world their generous and humane conduct, and publicly to declare my gratitude, by publishing their names, and blessing their memory.

"It is in that barbarous country—that dreadful abode of the extreme of human misery, where one sees, as collected in a focus, all the horrid inflictions that can torture the body—shock and appal the soul.

"I have seen poor Sicilians receive 200 blows with a bamboo upon the soles of the feet, then compelled by heavy lashes of a whip to continue on foot their painful drudgery; and it frequently happened that those wretches, quite worn out with hunger and fatigue, would give half their scanty pittance of bad bread to obtain a remission of stripes.

"I have seen respectable inhabitants of the islands of St. Peter and Sardinia,* torn from their homes and from their country—men, women, children, old men, and infants at the breast—all—all indiscriminately dragged into slavery, and sold with less compunction than the obdurate captors would have disposed of so many of the vilest of the brute creation.

"I saw, finally, *two nephews of the Bey* put in chains by his orders. These unfortunate young men, confined in a dismal and loathsome prison for several years, partly in consequence of the horrid treatment they endured, and partly in consequence of unwholesome food and infectious air, had lost the human figure and appearance;—I fancy they are still present to my sight—their eyes were ferocious—their colour livid—their beards reached to their waist—their arms were withered, their nails indurated, and formed like the claws of feline animals;—in short, they were seemingly no longer of the human species. * * * * One day I was ordered to throw to them their portion of black bread—I had scarcely time to withdraw—they darted at me, howling and roaring more hideously than wild beasts. The sight harrowed up my very soul, and chilled my blood in my veins."

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* Letters from different parts of Sardinia mention, that the predatory incursions of the Barbaric pirates are so frequent, and so disastrous in their consequences, that unless the powers of Europe speedily come to a resolution to put an end to those atrocities which are perpetrated with impunity, the inhabitants of that island will be obliged to abandon the coasts, and to retire with their movable effects to the interior of the country, to save themselves from being murdered, or carried into the most deplorable captivity. The following are instances:—

Alghieri (Sardinia), Jan. 18.—The Barbary corsairs, in their last expedition to our coast, carried off 700 individuals of both sexes. They subsequently released the old men who had been embarked, from whom they entertained no hopes of drawing a ransom.

Two French schooners met with a barbaric vessel, and were it not for the frigate Philadelphia, they would have been taken, but the crews of the two schooners, seeing themselves supported by the frigate, proceeded to attack the Barbary vessel. It was carried by boarding, in which the pirates lost seven men. During the affair, the Christian slaves rose in arms, and contributed to the success of the combat.

Leghorn, Feb. 12.—The Barbarians have increased their forces, and multiplied their devastations. Twelve Algerine vessels (united) have attacked several parts of our coasts, effected landings, and carried off men, women, children, cattle, and every thing transportable. In several places the alarm bells were rung. At Saint André the people rose in a mass, and opposed a vigorous resistance, forcing the Barbarians to abandon their booty, and to re-embark in all haste. They lost two of their vessels, which went to the bottom with all their crews.

From this narrative some idea may be formed of the treatment which the captive foreigners are doomed to suffer in Africa.

N.B.—The revolutions which have taken place since the period of Mr. the Chevalier DEBRIE's captivity, have put other *Beys* (some of whom were humane and comparatively enlightened statesmen) successively at the head of that Regency; but have produced no change in the *sys'em of the government*, whose policy is to be *incessantly at war* with one or several Europeon States in turn, and to derive a revenue from the ransom of captive slaves.

Sufferings of a French slave at Tunis, previous to his deliverance by the Treaty of Peace; sufferings to which the slaves from other nations are still exposed.

" The day after I became a slave my head was shaved, and I was taken out of the dungeon with the other slaves, to be employed like them in different kinds of work. At one time our keepers would march us three leagues from the town, to gather olives, and back again the same day; at another they would make us pull up the noxious weeds, in the fields sown with different sorts of grain; and sometimes we were set to work in our master's garden at his country-house, where we ate on one occasion with a good appetite, two *white* loaves, which were purposely dropped from a window of the women's apartment. We were not deceived in our conjecture, that this charity came from a Russian woman, whom I had conveyed to France with her husband, a Greek, now a domestic in our house. This woman was secluded with those of our master. At the peace these captives were restored with the French slaves, having been borne as such upon the list.

Of all the descriptions of work to which I was set, none proved more oppressive than the making of earthen walls, which are raised by means of cases, similar to those in some parts of Provence. My part of the labor consisted of ramming the earth in the boxes, with an instrument like a pavior's beetle, or mall. My hands were not made for such hard work; a callosity on one of them was the consequence, which becoming an abscess, I was in danger of losing the hand. The surgeon who attended me was of opinion that amputation ought to take place; but it was preserved, by making four large incisions, which cured the sore, and in the sequel I was wholly exempted from that sort of labour, owing to the incident of a blow with a stick, the only one I received during the whole period of my bondage. My master's slaves and those of the *Dey* were one day united, to pull up the rank weed which impeded the growth of the corn. It happened that two of the *Dey's* slaves, who were near me, amused themselves with making little balls of earth, and throwing them at their companions, when they were off their guard. This diversion continued for some time; but at length the keepers perceived what was going on, and came to chastise those who were amusing themselves, by heavy blows with a stick. I was moved with compassion at seeing them so cruelly punished for such a trivial fault, and I ventured to speak to the unfeeling brute, who inflicted upon me a blow, which produced much pain. Our principal superintendent was informed in the evening of the bad usage that had been done to me, and bitterly reproached the keepers, who were responsible for my person, for having suffered one of the *Dey's* keepers to strike me. I presented myself next morning to come out with the rest of the slaves, but he ordered me to to remain, informing me that he knew what had happened to me, and that he would not allow me to be again exposed to such treatment. It was not the good fortune of all the slaves to obtain a similar indulgence. They are constantly kept employed at something or other, whether any benefit result from it or not, for fear they should be spoilt by idleness, and you will be surprised to hear that one of the slaves was set to beating water in a mortar by way of passing the time, while a Marabou reckoned the strokes of the pestel with the beads of his chaplet!—I really think that it is necessary to keep the slaves occupied in some way, to prevent them from reflecting upon their deplorable situation, which might overwhelm them with grief, and superinduce some serious illness; but even sickness frequently exposes them to castigation, which is inflicted upon the innocent as well as the guilty, if they are found in company; for after all, there are some who, whether from want of feeling, or perversity of disposition, will not do any thing unless they be compelled to it by dint of flogging. Being at Port Farina at the time the ships were being dismantled, I was an eye-witness to a fact worthy of notice:—By main human strength it was necessary to convey a mast to the magazine, and to effect that object we were arranged fifty on each side, to raise it from the ground, and to carry it in our arms. We accordingly placed ourselves in a position to lift it; but the greater part of them applied so little power, that we scarcely moved it. The *Keaya*, or lieutenant of the *Dey*, and other officers, observing from a window what was going on, immediately quitted the apartment, and coming with their sticks in their hands, belabored some of the first they came up to, which produced a surprising effect; for, in an instant, we raised the mast, and carried it to its destination, apparently with as much ease as if it had been only a walking-staff. It is not uncommon to receive some bastinados in passing along; indeed it is almost impossible to avoid them; but it must be admitted, that it is suffering little short of martyrdom, to be extended with one's belly on the ground, and to be held down by four persons by the hands and feet, to receive in succession fifty blows or upwards upon the posteriors—a punishment which I have often seen inflicted for the most trifling offences; and the dressing of salt water which they apply to the contusions and lacerations, to prevent inflammation and gangrene, produces more acute pain even than the infliction of the punishment. Those castigations are often inflicted with so much severity by the persons charged with inflicting them, that on one occasion I saw a slave expire at only the *third* blow, which he received in a state of prostration as already described.

The *Matamor* is a subterraneous dungeon at Porto Farina, where the slaves are shut up every night—an abode so circumscribed and incommodious, that it appears to have been contrived to torment with a new species of torture, during the brief period when nature grants to the miserable a cessation from the toils to which they have been exposed during the day. Only conceive, this prison is dug so deep in the earth, that you enter by going down 20 steps, and that it is impervious to air and light, except through a small aperture in the centre of the vault. Around the cave are two platforms for the accommodation of the slaves; but they are so low aud narrow, as to admit only of lying along them. The annoyance from vermin of every description is reckoned as nothing; but the suffocating heat almost takes away the power of respiration, and produces the most painful sensations. Consider, I pray you, how intolerable the want of ventilation must be, when those who get nearest the sewer are envied, because the air which proceeds from it, fœtid and contaminated as it is, affords them some relief, which those at a distance do not possess. But it will perhaps seem incredible to you, that slaves, on coming out of the Matamor, have been seen to fall down dead, from debility and tho privation of the feeble strength they had, not possessing enough to enable them to sustain the shock produced by the sudden transition from the interior to the exterior air—a change it should seem ought to have operated as a renedy, instead of proving fatal. The slaves continue during their incarceration in a profuse perspiration; and to fill the measure of human misery, they are loaded with shackles, and tormented with fleas, bugs, and other vermin, which swarm in that horrid dungeon.

"Sometimes, when we fancied there was not any fear of being discovered, we exerted our industry to take off the shackles for the night, without noise, and to replace them the following morning; so that this obstacle did not prevent our obtaining liberty, if we had not had other insurmountable obstacles, such as the procuring the means of embarkation for 100 men at a time, when we found ourselves occasionally amount to such a number in the *Matamor*. The food that is allowed to these poor creatures, consists daily of two very black loaves, with only some water, which after a time I got reconciled to equally with my fellow-captives. I had regularly every day two of these loaves; but if I wished to drink water beyond the limited allowance, I was obliged to purchase it; and although for a small copper coin, not worth more than a small fraction of the *aspre* [less than a farthing] a person at large could buy enough to last him two or three days; in the situation I was, I found myself many times reduced to the obligation of soliciting a supply of that necessary of life from my fellow-slaves."*

[To be continued.]

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* Although the description in the present text applies to Tunis only, yet it equally applies to all the other Barbaric States. The Bremen Journal contains extracts from the letter of a young man of a respectable family belonging to that town, who, in the month of May last, was in a Danish vessel, captured by a frigate of Tripoli, and after some time liberated by means of the British Consul. The melancholy condition of the christian slaves in Tripoli may be conceived from the following particulars:—"The captain of the piratical frigate was an

⁂ It appears even that the naval power and maritime authority of Britain, which hitherto commanded the respect of the barbarians, are no longer held in the same awe; and that violations have been committed upon the British flag of such a nature and amount, as to induce the governor of Malta, yea, even *King* TOM himself, to proceed to Tunis in H.M.S. Bombay, of 74 guns, to demand satisfaction! Some of the most material parts of the communications from Malta are put under the protection of armed vessels. These facts are intimated in the annexed extract of a letter from the Agent to Lloyd's, at Malta, dated 29th November:—

"Our Governor is gone in H.M.S. Bombay to Tunis, to demand of the BEY satisfaction for insults offered to our flag.—Two brigs of war are appointed as packets between this island and Smyrna, and also to keep the pirates in check."

This is a state of things unknown in the history of the British flag for above a century. At that period the barbarians openly professed that the Dutch were the only naval power that they feared; now, we suppose, they fear only the Americans; in fact, they know but one principle of respect, and that is, being beaten or terrified into it. We entertain some doubts whether Sir T. MAITLAND will terminate his expedition with credit and satisfaction appropriate to the promptitude with which he has undertaken it.

English renegado, who in the course of eight days had captured three other vessels. Our food was, twice a day, grits boiled in water, and although the Turks found wine, beer, brandy, &c. on board our ship, we were obliged to put up with small rations of foul water. As the captain had long been at sea, the water was so very bad that on opening a cask it smelt at a great distance, and without a mixture of vinegar, which we could seldom obtain from them, it was impossible to use it. A small place in the hold of the ship was allotted for us to sleep in, where at most twenty men could lie with any degree of ease; but the monster crammed the crews of every ship he took into this space, so that at last we were literally packed together like so many herrings. As we had but one small air-hole we were always bathed in our perspiration, especially when the weather was any thing calm; moreover, we were tormented in the most shocking manner by all sorts of vermin, and passed the greatest part of these horrible nights without sleep. Although the captain had promised us the free use of our linen, many of us were loaded with the most opprobrious abuse by him, on an application for a clean shirt. The most of us, therefore, passed the whole cruize in a state of the utmost squalidness, swarmingwith vermin, in this dirty frigate, where more than 200 Christian slaves, covered with a few rags were pining in the utmost wretchedness, and among whom there were old men, who, from the intensity of their sufferings, had lost the use of their reason, and served as an amusement to their cruel keepers; which completes this dismal picture. According to late information, the number of Christian slaves in Tunis is between 1500 and 2000, of whom two-thirds are Neapolitans; in Algier there are between 5 and 6000 men, women, and children. The numbers in Tripoli, Fez, and Marocco, are not so certainly known, but the whole of the Christian slaves in Barbary is not less than 40,000.—May the voice of humanity in the British Parliament triumph at last over this disgraceful abuse."

HYDROGRAPHY, PILOTAGE, &c.

EUROPE.

BRITAIN.

ENGLAND.

TWO six-foot buoys (a red and a white buoy) are laid down at the entrance of the Looe-Stream channel, as a guide for vessels passing through the same, and to others rounding the Owers from and to Spithead, &c. position, marks, and bearings as follow: *viz.*—The red, or outer buoy, is laid about ¾ of a cable's length N.E. of the "Nock or Boulder Bank," in 4½ fathoms at low water; a low place called the Horse, on a distant hill, in one with the watch-house on Selsey Bill, bearing N.E. b. E.; and Selsey Mill, in one with Chichester spire, bearing N.E. b. N.—The white buoy bearing from the red, N.E. about ¾ of a mile:—The beacon on the Mixon, E. b. N. about 1¼ mile: and the Owers Light, S.E. ½ E. The white, or inner buoy, is laid down about ½ a cable's length to the southward of the "West Heads," or "Dries," in 2 fathoms at low-water spring-tides;—Rook's Mill, and the high house of Selsey in one, bearing N.E. b. N.—The Luff, in one with Selsey Bill, bearing E.N.E.—And the beacon E. b. S. about ¾ of a mile. Course by the compass through the Looe between the buoys is E. b. S. and when over the Cross Ledge (on which there are no more than 2 fathoms at low-water spring-tides), you will have no less than 4½ fathoms at low-water, all through to the eastward, clear of all the rocks on either side.—(*Trinity-house, London, 28th August*, 1815.)

A standing beacon is placed on the Gunfleet Sand (in the room of the one lately broken away), with the usual marks and bearings.—(*Trinity-house, London, 8th July*, 1814.)

A six-foot red buoy is laid on the S.E. end of the Altar Sand, at the entrance of Harwich barbour, in two fathoms, at low-water spring-tides, with the following marks and bearings:—

The low light just open to the left of the high light, N.N.W. ½ W.
The Naze Tower .... S.W.
The Clock-house of Landguard Fort .... N.E.

(*Trinity-house, London, 8th July*, 1814.)

During the continuance of the herring fishery in Haisborough Gatway, blue lights will be fired off at intervals, on board the light vessel moored in the Gat, in order to distinguish the light vessel from fishing vessels in the Gat, with lights on board, which may happen to be mistaken for it in thick or foggy weather.—(*Trinity-house, London, 22d September*, 1814.)

The vane of the Whitaker beacon buoy is broken off, and the staff much bent, but will be replaced as soon as the weather will admit.—(*Trinity-house, London, 22d December,* 1814.)

In about a fortnight from the date hereof, the black and white beacons on the Hoe will be taken down, as being no longer necessary, since the Breakwater* has left only one channel open into Plymouth Sound; and as by some mistake they might prove injurious to vessels coming into the Sound.—(*Trinity-house, London, 17th November,* 1814.)

In consequence of the Breakwater in Plymouth Sound being now so far advanced, in the course of one month from the date hereof, the buoy of the Shovel will be removed to the south-east part of that shoal; and at the same time a buoy will be laid on the Duke Rock, off Stadon Heights, to serve as guides through the Eastern Channel into Plymouth Sound; the leading marks through which is, " Stoke Summer-house, on with the east end of St. Nicholas Island."—(*Trinity-house, London, 18th January,* 1815.)

A white buoy is laid on the Duke Rock, in Plymouth Sound, and the buoy of the Shovel (which is now painted red) is removed from the south-west to the south-east part of that shoal; the following being the situation of, and marks for the said buoys; *viz.*—Buoy on the Duke Rock, lays in five and a half fathoms at low water; and about seventeen fathoms south-west of the shoalest part of the rock—3 fathoms.—The old Sugar-house, on with the first slope, west of Mount Batten Tower, or an apparent sail's breadth open of the Tower; and the extreme of Renny Cliff on with the highest part of the Great Mewstone. Buoy on the south-east extremity of the Shovel, lays in 6¾ fathoms at low water, about a ship's length to the south-east of a patch of rocks having 17 feet water on them. Plymouth Old Church, touching the west end of Tor House; and the Shagstone mid-way between the Great and Little Mewstone.—(*Trinity-house, London, 6th April,* 1815.)

A black and white chequer buoy is laid at about 70 or 80 feet distance, W. ½ N. from the wreck which lays in the Channel to the northward of the Oaze Sand, in 7¼ fathoms at low water, with the following marks and bearings; *viz.*

The west buoy of the Oaze .... (distant about 1 mile.)	S. b. W. ½ W.
Blacktail beacon .... (distant about 2 miles.)	N.N.E. ¾ E.
Minster church .... (distant about 7½ miles.)	W.S.W. by compass.

(*Trinity-house, London, 20th March,* 1815.)

The ancient land-mark on the coast of Holderness, Owthorn-Church-Old-Spire, better known by the name of the Sister-Churches, has been lately destroyed by the tide, and fell to the ground.

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* N. C. xxviii, 213.

Extract of a letter received by Captain SIMPSON, *of the ship Betsey, at Waterford, dated*

"*Bristol, January* 8, 1816.

"Take care, coming home, you do not mistake the Burnham lights for the Holmes lights. The Greyhound, RICH, from Cork, in consequence of this error, ran on the Culvers, and the ship and every person on board are lost. Since that, two other vessels have been misled by the Burnham lights, have got on the Culver Sands, and have been nearly lost. Therefore, mind you do not mistake them, for the captains and pilots say that the most careful man might be deceived in the two lights."—(*Waterford Mirror.*)

SCOTLAND.

Frith of Forth.

THE Frith of Forth (*Bodotria*) is a great aestuary, whose entrance between the coasts of Haddington and Fife-ness, is 7 miles broad; which breadth decreases regularly to Queen's-ferry, where it is contracted by two promontories to 2 miles: after which it again expands to a basin 4 miles broad; and continues this breadth for several leagues. In the Frith are several islands and rocks worthy of notice. The isle of May, near the middle of the Frith, is 3 miles in circuit, and has a light-house. The other islands have nothing deserving mention (with reference to our present purpose).—St. Andrew's bay is between Fife-ness on the S. and Red-head on the N. 7 leagues distant. Nearly midway is the dangerous Bell, or Cape, rock; which nearly dries at low water, and on which a light-house has been built recently.*

MAY.

AN alteration has taken place at the light-house, on the island of May; by the substitution of a light from oil, with reflectors, contained within a glazed room, in place of an exposed coal fire. The old light on the May was established in the year 1635, in the reign of CHARLES I. It consisted of a large choffer of coals, placed on the top of a tower, lighted every night, and consuming, on an average, more than a ton of coals, but subject to extreme variations, according as it happened to be a dead calm, a light breeze, or a strong gale.

This coal fire, after being nightly exhibited for above 180 years, burnt last night (February 4) for the last time; and is this evening to be succeeded by the very powerful reflecting light already mentioned.

In the month of December, 1810, the Pallas and Nymphe frigates were lost, in consequence of their mistaking a glowing lime-kiln, on the coast near Dunbar, for the coal light on the Isle of May. At that time we particularly noticed the circumstances under which this important light was permitted to remain, so very discreditable to a great maritime nation, and to which alone the loss of those valuable ships was attributable. It was, therefore, with great satisfaction we learnt some time after, that a treaty was on foot for the purchase of the property, which was followed by the passing of an act of Parliament, under which the light and island were bought from his grace the Duke of PORTLAND, and vested in the Commissioners for Northern Lights, by whose direction this new light has been completed.*

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* N. C. xxxiv, 120.

Within these very few years, a good light-house has been erected on Inch-keith, which is also to undergo an improvement, by the substitution of a revolving, in place of a fixed light. Their next attention was given to the Bell rock, which was more detrimental to the trade of Scotland than any other object on its coasts.† Here a light-house, even surpassing in magnificence that which immortalized the name of SMEATON, was founded on a rock, 12 miles distant from land, sunk 12 feet below the perpendicular height of spring-tides, and reared under the direction of Mr. STEVENSON, in an incredibly short space of time, stripping this dreaded spot of all its terrors. Another sunken rock still remained to be pointed out to the mariner, to render the approach to the Frith perfectly safe.‡ The Carr, which lies about a mile and a half from Fife-ness, has proved fatal to many a coasting vessel; not longer ago than December, the James and Jean, of Queensferry, was wrecked upon it. This rock being of small dimensions, the erection of a superstructure has proved a more arduous undertaking—but the work is now in progress. The ensuing summer, it is to be hoped, will overcome all the difficulties, when a lofty stone beacon will be built, with an apparatus for keeping a bell in constant motion.—(*Edinburgh Paper, Feb.* 5, 1816.)

ASIA.

LACAM'S CHANNEL.

IN August, 1801, the Charlton regular Indiaman, commanded by Captain Cumberlege, drawing 22 feet water, was navigated from sea, without a pilot, up Lacam's channel, which contains some of the finest harbours in the world.

This channel is separated from the eastern channel, now in use, only by Saugur sand, the broadest part of which does not exceed four miles. The tides are regular, and run gently, and the channel is devoid of eddies. Two-thirds of the course presents a singular and pleasing appearance, the water being as clear as the waters of the Pacific Ocean. Any ship may take in her lading within the channel from *bhurs*, it being perfectly smooth in the worst weather. It is lamentable to observe, that the able, industrious, and deserving projector of New Harbour unsuccessfully struggled during the best period of his life to establish the truth of the important advantages to be derived from his wise and most correct suggestions.

Faction discredited his enlightened schemes; and after a lapse of 35 years, it has been left for the first Assistant to the Marine Surveyor-General, and to one other of the best and most enlightened men of the age, to record a solitary tribute to his manes, by giving to the world a complete confirmation of the truths which his discoveries should have taught to all nations. Since the period of Lacam's survey a shoal has arisen, and is now covered with verdure, which Captain Maxwell has named Edmonstone's Island.

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* 𝔑. 𝔆. vol. xxxii. p. 63. † *Ibid.* vol. xi, p. 73. ‡ *Ibid.* vol. xxx, p. 490.

It is situated at the south entrance of the channel, of considerable extent, and clear of jungle; it is at present inhabited only by sea-fowls, which are quite tame, from being so long undisturbed. The passage throughout the channel may be perfectly understood and safely navigated in the course of one week's experience, without the assistance of buoys or beacons. A light-house on the point fixed by the celebrated LACAM, will be requisite, as it may be distinguished at sea, clear of all danger.

POINT PALMIRAS.

WE are glad to learn, that an accurate survey of the point and coast adjacent, has been completed by the Honorable Company's Marine Surveyor-General. It conclusively points out a scite for a light-house upon the island Mypoora (which projects from the point) also a new station—point off the mouth of Kumka river, for the pilot vessels during the S. W. monsoon. The island of Mypoora may be approached from sea by any ship, within half a mile, keeping its bearing to the northward of west, when there will be found six fathoms at low water, clear and good holding ground.—Approaching from S. E. in thick weather, the false true points have been often mistaken for each other, which fatal circumstance caused the melancholy loss of the ships Verelst and Caledonia, belonging to Captain Watson, in the years 1775-6: he with a small part of their crews was saved, to lament the want of a light-house, the existence of which would have prevented his ruin, and preserved the many valuable lives which were lost for want of such assistance. It is lamentable to add, that the snows Vizagapatam and Mary were also wrecked between the points for want of such aid.—Nearly the whole of their crews also perished.

NEW ANCHORAGE.

WHAT is now called the New Anchorage, along the west side of Saugur, was fixed upon by that respectable Master in the pilot service, Mr. PATRICK SINCLAIR, but it is coeval with and actually laid down on RITCHIE's and LACAM's charts. Its advantages are yet to be discovered; its disadvantages obvious to every seaman passing to and fro. There is no drift-room in it, and it lies along a dead lee-shore during S. W. gales. The grounding of the ship Windham in this place while under charge of the pilot, best acquainted with its capacities and localities, in the attempt to make a board towards the shore, is a conclusive proof of its unfitness for large ships. It is unquestionably evident, that had she remained at the proper anchorage of Middleton's Point, such a disaster would not have happened.

LLOYD'S CHANNEL.

THE above named channel bears the name of its discoverer, Mr. Branch-pilot WILLIAM LLOYD, to whose skill and discernment, the public is indebted for the advantages resulting from the use of a safe, certain, and clear passage below Kedgeree; the tides run rapidly and fair through the channel, and there is already room enough to work a large ship down or up. It is reasonable to suppose, that it will become very capacious hereafter. Should a ship not have tide enough to carry her through, she can anchor in any part of it with perfect safety.

AFRICA.

An account of rocks discovered by the ship Swallow, David Wilson, *master, from Bengal bound to England,* Aug. 8, 1815.

At four P. M. observed from the deck a rock with the sea breaking very high over it, hove to, to take a fair view of it. Saw another rock about west of the former, just above the water, a heavy sea running over it, and the appearance of a shoal extending to the E. S. E. of this rock, as far as the eye could reach from the mast-head; the highest rock bearing at this time S. E. by E. and the extreme of the shoal E. true bearing, the rock distant about three miles of this appearance about 26 feet above the level of the sea. Sounded with 120 fathoms, and no ground. The shoal appeared to be of a great extent, but no sign of it extended to the northward and westward of the rocks. Our latitude at this time 28° 19′ and longitude *per* mean of two chronometers, corrected at the Isle of France, 42° 10′ E. of Greenwich, which places the highest rock in lat. 28° 20′ S. and long 42° 13′ E. I have no doubt this must be the shoal on the southernmost extremity of which his Majesty's ship *Belliqueux* struck soundings; at that time she was in lat. 28° 43′, and long. 42° 26′ E. from Greenwich. That this is certainly a rock and shoal every person on board is fully convinced; there could be no deception, being so very near it. Night coming on and the weather being unsettled, I thought it would be very improper to send the boat away with the risk of losing her. On the 13th we had several lunar observations; the mean of which is 9 miles W. when brought back to this day, places the rock in 42° 4′ E. of Greenwich; we named them the Hagus rocks."

AMERICA.

BAHAMA ISLES.

MR. HYDROGRAPHER, *January 1st.* 1816.

The treaties usually signed at Paris, have freed the whole of Europe from the turbulence of war—a circumstance which must be truly gratifying to all the powers, but more especially so to Great Britain, as from her integrity, ability, and perseverance in the good cause, the disordered state of the continent has been tranquilized, and peace restored to all nations: we are to hope that this change will remain long uninterrupted; and in contemplating such an event, our minds naturally take a turn from the clangour of war, to that more pleasing and productive employment—Commerce. Our merchant ships will now singly make their voyages to all parts of the globe, free from those alarms which for more than twenty years they have been subject to: but although, they may pass unapprehensive of interruption from France, or any other war, they will still be in continual fear of enemies much more dreadful—the deceptive reef—lurking rock—and treacherous shoal—tyrants of the "dark blue sea." In peace the safe-guard of maritime commerce is a faithful chart: we shall, it is to be hoped, have full leisure to search out these mighty foes, and by determining their positions precisely, leave those persons who traverse the ocean, nothing to apprehend from their existence; and further, by clearing up those points which have been so long doubtful, present to the world, as guardian of the sea, a true and perfect delineation of its whole exntent.

Ships of war that are sent out on the peace establishment to the different stations, cannot be better employed than in re-surveying, and examining those places and parts of the ocean, which happen to come within the line of their respective cruizing grounds; for many circumstances arising, make it appear pretty plainly, that we have not at this late period, an accurate knowledge of even those parts of the navigable world, which are most frequented by us; and in the foremost line of these, we may place the West India Archipelago. The recent shipwrecks of H.M. frigates* Southampton, and Statira, fully demonstrate that we are not very intimately acquainted with the shores of many of the Bahama Islands; and it has often been remarked by old cruizers amongst them, that several are incorrectly laid down in charts, and that that called Rum-cay, is of much greater extent than is given it; an error which has nearly led to serious consequences, and may still, as its situation to the northward of Long-Island, and to the S. E. of *Guanaham*, or *Guanahani*, commonly called Cat Island,† constitutes it a dangerous object to vessels at night, after having cleared the Crooked Island passage. In addition to our want of correct information as to the proper position of some of the Islands, and the exact extent of others, there has been within a few years past, two or three very dangerous rocks discovered by vessels accidentally striking against them: one of these of a perilous nature, (and which is not noticed in many charts) lies in the most frequented of the windward passages—that of Crooked Island.‡

Great *Inagua* or *Heneague*, one of the southern Bahamas', has been fatal to many ships, particularly so in August 1800, to the Lowestoffe frigate, and part of the fleet under her convoy: eight merchantmen with cargoes of colonial produce suffered shipwreck, and the loss sustained on that occasion, may be estimated at not less than 600,000*l.* sterling, exclusive of personal property. The packet commanded by Captain Proctor, R. N. but two or three years ago was cast away there, and the Statira has shared a similar fate! The S. W. breakers have been the bane in most instances, but if a light-house were erected on the nearest point of land, or on the reef if practicable, it would no doubt be the means of preventing a repetition of such misfortune—such a thing has been long wanted—often talked of—but entirely neglected, and is now quite forgotten.§ However serviceable it would prove to the interests of our Jamaica planters, London, and other merchants, and underwriters, they have not bestowed much of their attention towards it lately; for although the windward passages are esteemed less dangerous to vessels bound to the northward than the strait of Florida, yet in consequence of the length of time it requires to work a fleet up from Port Antonio, the windward port of rendezvous in Jamaica to Heneaga, or any of the leading islands, the preference has been given to the latter; and for many years past, the fleets have invariably gone homewards through the strait. If after quitting Negril Bay, the leeward place of rendezvouz, a fleet arrive off Havannah within the fortnight, the passage is considered a quick one, and there meeting the Gulf stream, their course to the northward is greatly accelerated; whereas it often requires that time for a single ship to reach the Mole (St. Domingo) from Morant, or the east point of Jamaica; and half as much again for a fleet, after buffetting, perhaps, with boisterous sea-breezes and heavy seas during the days, and annoyed at nights with calms and light baffling airs: indeed, at certain seasons of the year, ships unless weatherly, and in good sailing trim, may in vain contend against strong adverse gales, and lee-currents.

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* The Southampton with the American brig of war Vixen, her prize, was wrecked (November 12) on a very extensive reef stretching from Little Island, and it appears was not laid down in the charts. The Statira struck on a sunken rock off Heneaga, and was totally wrecked—this rock likewise appears not to have been noted in any of the charts.

† This island is remarkable from the circumstance of its having been the first land of the new world discovered by Columbus, after a run of 950 leagues from the Canaries: it was by him called St. Salvador, but which, as well as its primitive name, have given place to the absurd appellation affixed to it by English sailors.

‡ Heneaga—a compound Spanish word signifying that "water is to be found there."

§ Does it not appear a little singular when we consider the great figure which Britain has displayed as a maritime power, that she should (within the last score of years) have been solely indebted to fortuitous events for an increased knowledge of the Hydrography of this part of the world? If it be laudable to undertake the discovery of those parts of the Globe unknown to us and the rest of Europe, for the improvements of Geography, and the increase of cultivation and commerce—surely it is eminently so for the sake of humanity to gain a perfect knowledge of those parts which have for so many ages discovered, and as it regards our interest alone, it should be a primary consideration. We will hope that now we are blest with a return of peace, and the spirit of discovery and research seems to be reviving, this reflection against our national character will be effaced.

On the reef at Ackland's Island, the Morne-Fortuné brig, commanded by the late Lieutenant ALFRED DALE, went to pieces the latter end of 1804; and the government schooner Bellona was lost on the Great Bahama Bank, with the commander and all his crew, save one! in 1810.

That dangerous shoal called Silver Cays, has caused the destruction of many vessels and valuable lives, and it is highly probable from the nature and exposed situation of it, that many a ship has been there beat to pieces, without a soul being saved to relate the melancholy story. The loss of the Stirling Castle 64, in 1780, was particularly distressing, only fifty of her crew having been saved! The Theseus, and Hercule, 74's during a severe hurricane in 1809, very narrowly escaped being thrown on these dreadful rocks? and on the 21st of June, 1813, his Majesty's brig Persian was there wrecked; 123 of her crew escaped on a raft, and in the boats, to Old Cape François, after 48 hours of peril and fatigue.

It appears, that we know but little of the Old Bahama channel, only one or two of our small vessels of war having attempted the passage during the late wars. Although an intimate knowledge of it might be of infinite advantage to us during a war with Spain, it seems to be totally disregarded. A French ship of the line pushed through it in 1809 when pursued by some of our squadron attached to the windward station; and with impunity, captured and destroyed several valuable ships of a fleet then passing through the strait of Florida. The Spanish merchant ships from Europe to Havannah, make this channel their common route in those months of the year when the weather is free from violent storms, thus shortening their voyage, and if at war, evading the pursuit of their enemy: from what I have been able to glean, it appears that there is not much danger to be apprehended in the passage if proper care be taken, as there are many bays along the edge of the bank, and likewise remarkable hills and mountains near the shore of the main island of Cuba, the whole of the way by which mariners may be guided, and also, a number of very snug harbours wherein vessels may ride perfectly secure, should they require a place of shelter from approaching bad weather: the lead, and a good look out, as in all narrow seas, will be found the best security against danger; but as the currents and tides are various, attention should be paid to them. Those who are unpracticed in navigation, I am told generally bring their vessels to anchor at the close of day. Many years ago H. M. S. Chesterfield was lost on a bay near point St. Juanni. The captain of one of his Majesty's brigs* whilst cruising about Abaco, on the little Bahama bank, discovered and examined a capacious harbour, land locked, and possessing every requisite necessary to make it complete: we have not yet had any account of it made public. It would, I dare say, be gratifying to the readers of the 𝔑. 𝔆. if the captain who examined it, or any of the officers that were with him, would favor them with some account of it.

Atlas.

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* Sappho, 18.

NAVAL LITERATURE.

Remains of the late JOHN TWEDDELL, *Fellow of Trinity College, Cambridge; being a Selection of his Letters, written from various Parts of the Continent, together with a Republication of his Prolusiones Juveniles; to which is adjoined, an Appendix, containing some Account of the Author's Journals, MSS. Collections, Drawings, &c. and of their extraordinary Disappearance. Prefixed is a brief Biographical Memoir* by the Editor, the Rev. ROBERT TWEDDELL, A.M. Illustrated with Portraits, picturesque Views and Maps. London: Mawman. 1815. 4to. pp. 480 and 180. price 3*l.* 3*s.*

[Continued from page 160.]

IT would be unjust and absurd to try these letters by the severe test usually applied to this species of composition, when it finds its way before the public. They were written not merely without the least idea of publication, but probably under the conviction that they were unlikely even to be kept a year after they were received and read. They were written for the most part, when the writer was fatigued with the laborious exertions to which above half of his time was usually devoted; and though they are the letters of a traveller during his journey, or frequently relate to the scenes and persons around him, yet they differ in one most material respect from most, if not all, the other epistolary compositions which have been presented unto the public eye. This peculiarity we state at present, because it will form the subject of farther discussion in the sequel of this article. The published communications of former travellers, in the shape of letters, has been a mere remodelling of their journals, or else were artificially cast for the perusal of a circle more extensive than the domestic fire-side. These, on the contrary, possess every internal evidence of being the most confidential effusions, mere fugitive memoranda of his existence and progress, to keep pace with the solicitude and anxiety of relatives and friends. They speak the unstudied language of an affectionate and cultivated mind, confiding its wishes and regrets, its experience and observations, to the fosterers of its infancy, and the friends of its youth. Whereas TWEDDELL's journals occupied his whole attention: those formed the business of the day, and are proved incontestably to have contained the greatest and richest fund of knowledge concerning the interesting countries which he traversed. Some of these *lost* journals, whose "extraordinary disappearance" is significantly specified in the title-page, were not merely mines, from which he might afterwards extract the raw materials for a book of travels, but consisted of matter already elaborated by mind, polished into a finished state, ready and fit for the view of expecting and admiring co-temporaries; whose expectation has been so grievously disappointed by officious mismanagement; whose admiration has been trans-formed into regret mingled with indignation, at the fatal intervention of prying eyes and prehensile fingers.

The following letter, addressed to Mrs. TWEDDELL, being the XXXIId of the series, appears to us particularly to exemplify the foregoing remarks:—

"MY DEAR MOTHER, "*Stockholm, 29th August*, 1797.

"——— The mines are the most interesting things in this country. I am just returned from an excursion to the north of Sweden, in order to visit them. I descended into an iron,* a copper,† and a silver‡ mine; and saw the mode in which they blasted and worked them, and the different processes of iron forge, and copper melting houses. The descent into the iron mines was rather formidable. In the course of one week I travelled over a great deal of ground: The posting in this country is very rapid.* I found here two english gentlemen, or rather they found me here; one of them a Northumbrian, young Mr. Burrell, of Broom-park. He was in company with Mr. Shepherd, an Oxonian, who is a very sensible and well-instructed man; we travelled to the mines together—I left my own carriage here, and hired a little single-horse chaises which just contained myself and my servant; we went at full gallop almost all the way. I have now taken my passage on board a vessel that will sail for Petersburg in two days. I shall not stay long there, but shall set out for the Duke of Polignac's, in the Ukraine. My servant is well acquainted with that country. Oh! by the way, I believe I have not said any thing to you about my servant since I told you I had hired the black. I was obliged to part with that poor fellow at Tulczyn, which I much regretted, as he was very faithful and much attached to me.† The cold nights in travelling between Vienna and the Ukraine, in that dismal season, were too much for him, and produced an internal discharge of blood, which rendered it impossible that he could travel any farther with me. I took good care of him whilst in the Ukraine, and sent him back to Vienna: the doctors gave me hopes that he would recover. I since hired the man I have now, who is an excellent travelling servant; he was formerly a dragoon, and fought at the siege of Ismaël, under Marshal ‡ Suvarrow; he was also at the siege of Oczakow §—he is upwards of 6 feet high, a stout and

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* IRON MINES:—Of these, that of Dannemora is the most celebrated, as producing metal of superior quality to any other. Nature, in this instance, has also deviated from what is commonly observed, that where the bowels of the earth are rich, the surface is for the most part barren. The situation of Dannemora is in the midst of beautiful scenery. The mine is about 80 fathoms deep, and has been wrought for more than 300 years; the ore which it produces is distinguishable into three sorts, varying in goodness and quantity of produce. Sometimes it yields only only 25 per cent. of cast iron, sometimes as much as 75. The cause of the superiority of Dannemora iron has never been satisfactorily explained; by some it is ascribed to the presence of *manganese* or *silica*, and by others to the superiority of the process employed. The quantity obtained in one year amounts to above 4000 tons. It appears, from a table exhibited by Dr. THOMPSON (p. 403), that there are 176 iron mines in Sweden; 338 smelting furnaces; 421 forges; and that the total annual produce of wrought iron is 431,137 iron bars of 300lbs. weight each. [*Travels in Sweden*, by T. THOMPSON, M.D. F.R.S. &c. &c. p. 186.]

† COPPER-MINES.—The oldest mine of copper ore is that of Fahlun; which, for many years was the greatest in Sweden. It is about 200 fathoms deep, and the descent is by an easy spiral staircase. There are 600 workmen here employed, but the mine is poor, seldom yielding more than 1½ per cent. One of the proprietors of this mine, residing on the spot, and conducting several manufactures there, is Assessor GAHN, a gentleman of great knowledge in all the branches of science, and possessing in that remote situation a familiar acquaintance with all the latest discoveries. The town of Fahlun lies nearly in north latitude 60° 35′. It is not unworthy of remark, that the two churches here are covered with metallic roofs—one of copper, the other of iron. The former, by exposure to the atmosphere, becomes of a dirty whitish green, which appears in patches, as it were of different shades, and is very unsightly; the iron, on the contrary, assumes a uniform reddish brown, and has an handsome appearance. [THOMPSON's *Travels*, p. 215] (ED.)

‡ SILVER AND GOLD MINES.—The silver mine is situated near Sala, in the province of Westmanland, not far from the border of Upland. The silver is obtained from a vein of what mineralogists call *galena*. It has been wrought above 300 years; its annual produce in 1506, was estimated at 32266 marks; at present, it does not exceed 2000. The descent into this mine is by a bucket, the machinery attached to which is very ingenious. The number of workmen employed is 100; and the quantity of lead obtained annually about 32000 lbs. The Gold-mine is situated in the province of Smoland, at Adelfors, about 55 miles from Ionköping. The working was begun in 1738, and continued till

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about 1789, when it was abandoned on account of the smallness of the produce. The precious metal was found in a bed of mica slate—sometimes native, but chiefly combined with iron pyrites. In the rocks at Adelfors, the gold occurs in veins, and not in the rock itself. [See Dr. Thompson, pp. 232 and 301.] (Ed.)

* Since the period when Mr. T. wrote, a great alteration apppears to have taken place as to the rate of travelling in Sweden. Dr. Thompson complains repeatedly of the long delays suffered at every stage, and of the tardiness with which the drivers proceeded. A law has recently been passed in the Diet, that post-horses shall not be driven at a greater rate than about five English miles in the hour. The charge *per* mile, for each horse, is equal to ninepense sterling. The roads in Sweden are remarkable fine. [*Ibid.* pp. 23 and 74.]

† There was something in Mr. Tweddell's character and manners which pleased and attracted all who approached him. The servants, in particular, whom, at different times and places, he engaged to attend him, during his travels, appear to have become attached to him in an extraordinary degree, and not only to have been generally faithful to his interests, but to have served their master with real affection to his person. (Ed.)

‡ Marshal.—Gibbon remarks that this military office, still so respectable, was already conspicuous in splendor when divided between the famous *Messir* Jean Le Maingre, surnamed Boucicault, Marshal of the Crusade, and another personage. Boucicault afterwards defended Constantinople, governed Genoa, invaded Asia, and died in the field of Azincour!

§ Oczacov—an important fortress of Bessarabia, on the Black Sea, near the mouth of the Dnieper. The memorable assault was made by Prince Potemkin on the 6th Dec. 1788. The slaughter lasted three days, and the Russians spared neither age nor sex. The Author of the "*Survey of the Turkish Empire*," commanding man—makes no objection to ride upon a seat at the outside of the carriage every night for a week together, singing in all weathers. He is a German originally. Exclusive of his own language, he speaks, writes, and *sings*, Russian, Polish, and Moldavian; and is extremely well informed upon every thing worth seeing in all those countries. He has been in 30 different governments of the russian empire, and has written down all particulars relating to battles, sieges, roads, inns, horses, &c. &c. &c. I have with all this had a very good account of him both for courage and integrity—and have had myself some proofs of his disinterestedness. He is engaged to be married, and says that this is the last voyage he will make, but that he will stay with *me* as long as I please. He has travelled now eight years continually. I give him 36*l.* a year, and he furnishes himself in every thing. This is extremely cheap,* no servant in Petersburgh being willing to go with me for less than 60*l.*: I have, upon the whole, been very lucky in point of servants. In the last letter which I wrote to my father from Vienna, I inclosed my profile cut out upon paper—I suppose it has dropped out of the letter in opening it, as you have never mentioned it.†

It is now beginning to be late at night—just the time that you and I, my good Mother, used to prose over the parlour-fire, till you drove me away to bed. I hope the same scenes will one day be repeated, as I am sure that I shall always feel the same interest and the same affection: at present I must order myself to bed, as you are not here.—I feel very anxious about Robert.‡ He is now preparing to sit the first time for his fellowship.

Adieu, &c.

J. T."

One of our cotemporary critics has been pleased to indulge himself with a little raillery at this Editor's expense, upon the subject of redundant annotation, in a fairly-conceived and well-written article, upon "*Tweddell's Remains*,"

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mentions a trait of heroism in the conduct of the women who survived the storming of the place, which is extraordinary; 400 of them were placed under his superintendance for the night, and, although the cold was intense, and they had no protection against it it but a tent, and both in body and mind were sustaining the utmost degrees of complicated affliction, his statement says, "I observed that there remained a perfect silence among them; not one woman weeping or lamenting, at least audibly, though every one perhaps had lost a parent, a child, or a husband." The russian pronunciation of this place's name is *Otchakof*. The Turks call it *Ozun*. (Ed.)

* Dr. Thomson paid his travelling servant 4*s.* per day, which is at the rate of 73*l.* per annum.

† This alludes to the identical Profile from which the Engraving is taken that stands as the frontispiece to the book. It was hastily cut out in paper by an ingenious person, dining in company with Mr. Tweddell, at a moment when he was engaged in conversation: the likeness was seized during the act of speaking. (Ed.)

‡ The Reverend Robert Tweddell, A.M. of Trinity-college, Cambridge, and of Threep-wood, Northumberland; editor of the valuable Volume now under review. (Ed. N.C.)

which adorns the pages of the last *Quarterly Review*,* as much as they are disfigured, and the credit of that journal *swamped*, by a bare-faced piece of literary quackery, entituled, "*Elgin*," at the fag end of the same publication;† the latter is a sort of *ex-parte* pamphlet, distinguishable both by its style as well as by its collocation from the former classical production. We differ with that judicious critic in his opinion of the manner in which the editor has fulfilled the duties of his department, and particularly in this censor's suggestion, that a regard for the patience of his readers should have led the editor to suppress several of his notes. We like for instance to find such a notice as the following, of a spot, become classic in modern history, which laid in this traveller's road, or very near to it:‡—

> * PULTOVA—celebrated for that victory which laid the foundation of Russia's present greatness. "Every person (says PALLAS) who surveys the indifferent earthen fortifications at this place, must be astonished that such a commander as CHARLES XII. should have hesitated to attack this town—in which the memory of his disaster, so prolific in consequences, is now preserved by a columnal tower, erected near the beautiful church of Voskresenski, and on which is exhibited a cast-metal plate, representing the battle."—See "*Travels in the Crimea*," &c. vol. ii. p. 507.—(ED.)

This local memorandum, concerning the theatre where a Power which has twice within the last two years planted its banners on the metropolis of France, combated for its very existence upon its own soil, in its infancy, at the commencement of the preceding century, seems to us peculiarly well timed, and properly associated with the text unto which it refers. The battle of Pultova was fought against a handful of Swedes, and gained by PETER-ALEXIOVITZ, in 1709. ALEXANDER-PAULOVITZ marched a Russian garrison into Paris, in 1814!

[To be continued.]

Poetry.

On reading the Observations in the QUARTERLY REVIEW, *on the Voyage of Captain* PORTER, *in the Essex, American Frigate, round Cape Horn, &c. &c. &c.*

VAIN boasting PORTER, you deserve this lash,
For giving to the world such lying trash.
'Tis not enough; for you should feel the smart,
Inflicted by Jack Ketch behind a cart.

24th February, 1816. N.

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* *Quarterly Review*, No. XXVII. Art. xi. † *Ibid.* Art. xiii.

‡ See TWEDDELL's *Remains*: page 172. *Letter* XXXIII. to JAMES LOSH, Esq.

GLORY GAINED, AND PEACE RESTORED,

A GRATULATORY ADDRESS

To the British Army and Navy returning Home from the War.

BY JOHN MAYNE.

GALLANT Troops from Waterloo,
Wellington's Companions true—
All to whom our thanks are due
For Battles bravely won—
Glory gain'd, and Peace restor'd,
Welcome home to sheathe the sword,
Bless your King, and praise the LORD
For wonders HE hath done!

When the French, a fiendlike Band,
Threaten'd to despoil the Land—
When their Chief, with fiery Brand,
Was Europe's deadly Foe—
Britain, with her flag unfurl'd,
From his Throne th' Usurper hurl'd—
Britain sav'd a falling world,
And laid the Tyrant low!

Sailor's of Great Nelson's Crew,
Wealth and Fame we owe to you!
Trafalgar, like Waterloo,
The War with Glory crown'd!
See, brave Heroes of the Nile,
Commerce re-illumes our Isle!
PROVIDENCE still deigns to smile,
And gladdens all around!

Should the Foemen, bold again,
Dare us to the Battle-plain,
Heart and hand, with might and main,
We'll arm by land and sea!
Waterloo, or Trafalgar,
In our minds a leading star,
Guiding Fleets and Hosts afar,
Shall urge to Victory!

Gallant Troops from Waterloo—
Sailors of great Nelson's Crew—
All who would, like Britons true,
The race of Glory run—
Hail your Prince with one accord,
Bless the King, and praise the LORD!
Ever be HIS Name ador'd,
For wonders HE hath done!

THE SINKING SHIP.

——————HER giant form,
O'er wrathful surge, thro' blackening storm,
Majestically calm, would go
Mid the deep darkness, white as snow :
But gently now the small waves glide,
Like playful lambs o'er a mountain's side.
So stately her bearing, so proud her array,
The main she will traverse for ever and aye.
Many ports will exult at the gleam of her mast !
Hush ! hush !—thou vain dreamer !—this hour is her last.
Five hundred souls in one instant of dread,
Are hurried o'er the deck,
And fast the miserable ship,
Becomes a lifeless wreck.
Her keel hath struck on a hidden rock,
Her planks are torn asunder,
And down come her masts with a reeling shock,
And a hideous crash like thunder.
Her sails are draggled in the brine,
That gladden'd late the skies,
And her pendant that kissed the fair moonshine,
Down many a fathom lies.
Her beauteous sides whose rainbow hues,
Did on the wave their light diffuse ;
And flung a warm and sunny glow,
O'er the wreaths of murmuring snow,
To the coral rocks are hurrying down,
To sleep amid colours as bright as their own.
Oh, many a dream was in that ship,
An hour before her death ;
And sights of home with sighs disturb'd
The sleeper's long-drawn breath.
Instead of the murmur of the sea,
The sailor heard the humming tree,
Alive through all its leaves.
The hum of the spreading sycamore,
That grows before his cottoge door,
And the swallow's song in the caves.
His arms enclosed a blooming boy,
Who listen'd with tears of sorrow and joy,
To the dangers his father had pass'd ;
And his wife, by turns, she wept and smil'd,
As she look'd on the father of her child,
Return'd to her heart at last.

He wakes at the vessel's sudden roll,
And the rush of waters is in his soul!
Now is the ocean's bosom bare,
Unbroken is the floating air:
The ship hath melted quite away,
Like a struggling dream at break of day,
No image meets my wandering eye,
But the new-risen sun, and the sunny sky.
Tho' the night-shades are gone, yet a vapour dull,
Bedims the waves so beautiful;
While a low and melancholy moan,
Mourns for the glory that hath flown.

W.

Marine Law.

COURT OF EXCHEQUER, Feb. 17, 1816.

THE KING V. CRESWELL.

This was an information against Mr. Francis Creswell, first mate of the Thames East Indiman, for being concerned in the unshipment of a considerable quantity of China silks from on board the said ship into boats belonging to smugglers, off the coast of this country, contrary to the revenue laws; and the penalties sought to be recovered amounted to three times the value of the said goods.

Edward Roche deposed, that in April, 1814, he was quarter-master on board the Thames East Indiaman. She had sailed for China, but he could not tell when she arrived there. The defendant was the chief mate, and Mr. Henry Ladd was third mate. When at China, several small boxes were taken on board by the direction of Mr. Ladd. There were from 17 to 20, weighing about 50lbs. each; they looked like tea-boxes. Witness was called out of his hammock by Mr. Ladd to take them out of the Chinese boat. This was between two and three in the morning. One half was carried into Mr. Creswell's cabin, and the other half into the gun-room. There was a bit of tin on each corner of the boxes put into the gun-room. There was an iron mark on the others. Mr. Creswell was on board at this time, but he did not appear during the transaction. The ship arrived in England in August last; when off Scilly, a pilot boat came towards the ship, a small boat was launched from her, which came alongside the Thames, and some men came on board from it. Witness, by the desire of the boatswain, went to call the gunner; he passed Mr. Creswell's cabin, and saw some silks lying on his table, which were taken from a box standing on the floor. The box looked like one of those which witness took in at China. The silks consisted of shawls and handkerchiefs. Mr. Creswell, Mr. Daniel, one of the mates, and Mr. Ladd, were in the cabin, as were the men who had come on board, smugglers he believed them to be: he saw these men in conversation with Mr. Creswell, and pay some bank notes, which they laid on the table. After this the men, six or seven in number, took the silks and wrapped them round their bodies and legs, under their clothes, and went off. There were still more silks remaining, and one of the men said these were to be left till they came back again for them. The box from which the silks had been taken was sent to the cook to burn. Before the men went off in the boat, four boxes were brought upon deck, which were the same witness took in at China. The lid of one of the boxes was loose, and witness saw it contain silk and shawls. He believed witness was ordered to put them into the boat alongside. The boat was then rowed off. The boat came alongside in the morning, and went away between two or three in the afternoon.

George Lancaster, a seaman on board the Thames, corroborated the testimony of the last witness, as to the smugglers coming on board off Scilly, going down into the cabin, and going away again with the silk. The boxes put into the boat might contain about sixty pieces each. The boat came alongside at four in the afternoon.

William Eckloffstein was also a seaman on board the Thames: was with her at China; remembered a Chinese boat coming alongside with some boxes; they were taken on board by order of Mr. Creswell; came to England in the ship; when she arrived off the Land's-end, a boat came alongside, and some men came on board, and went into Mr. Creswell's cabin; he saw them there, and saw some boxes of silk broke open. Mr. Creswell was present. Some silk shawls lay on the table; there were about 30 crape shawls, 20 silk shawls, and 12 pieces of silk; saw another box broke open, containing nankeen. The silk articles were sold to the men who came on board, and were taken away round their bodies; the men also took four boxes in the boat, one of which he saw contained silk. This was at half-past four o'clock in the evening. About two hours afterwards another boat came alongside, containing six persons. Three of them came on board, and also went into Mr. Creswell's cabin. They inquired whether there were any silks or nankeens to sell. Mr. Creswell answered in the affirmative, and said they were very good, but very dear. Witness was called a little while after to fetch a rope's end, to hand seven boxes, which were in Mr. Creswell's cabin, out of the port. Three of those contained silk, two nankeen, and two tea.

Mr. Lock, surveyor of the Custom-house, proved that silk India shawls were worth about 30*s.* each; a crape shawl, 20*s.*; China silk, 3*s.* a yard. The value of a box containing such things as had been described might be 40*l.*

The counsel on behalf of the defendant called Captain Ritchie, the commander of the Thames. He recollected the ship being off Scilly in August; did not see any boat come alongside; had such an event taken place, he must have seen the boats. Mr. Creswell's cabin was near his in the ship; he did not often go into it, but, when he happened to go in, he saw no particular articles which excited his attention. The cabin was of such a size as to put boxes in it, but he thought they could not be concealed from view. Knew the first witness, Roche, and recollected his being punished three times, and once for insolence to Mr. Creswell. Did not hear the insolence; it was reported to him.

Charles Paris was servant to Mr. Creswell during the voyage in question, and had constant access to his cabin. Nothing could have been concealed in Mr. Creswell's cabin without his knowledge.—Saw some boxes in the cabin, containing silks he believed. This was after they left China. These boxes continued on board till the ship got to St. Helena, when witness took them on shore, where they were left. Believed these were all the boxes of silk in the cabin. He had no boxes when the ship arrived off the Land's-end; nor did witness see any silks in his cabin at that time, or any boats come alongside.

On his cross-examination he said, Mr. Creswell certainly might have smuggled without his knowledge.

Mr. John Drake, second mate of the Thames said, his cabin was opposite Mr. Creswell's. He was in the habit of going into Mr. Creswell's cabin daily, but never saw any box there, except a small packet of tea for his own use. That was the only box he saw there. Saw no boat come alongside at the Land's-end.

The Lord Chief Baron having summed up the case, the Jury found a verdict for the Crown.

NAVAL HISTORY OF THE PRESENT YEAR, 1816.

(February—March.)

RETROSPECTIVE AND MISCELLANEOUS.

LETTERS from Malta, say, that Lallemand is the only French officer in custody there, who acknowledges having taken an oath of allegiance to Louis XVIII. Savary denies having done so. Fort Manuel is still their place of residence. They are not allowed to go out without an officer in attendance, and no person is permitted to enter the fort except those selected for the garrison. Savary is spoken of as a very gentlemanlike man; he had communicated various interesting particulars of events of the French Revolution, particularly concerning those which occurred while he was at the head of the police. Speaking of the difficulty of governing France, he named several departments which for three years even under Buonaparté, refused to pay the taxes—a fact which was politically concealed. Even military Commissioners and garrisons did not succeed in those quarters. He thinks the Bourbons will not be able to govern France with success. *He asserts strenuously that Captain Wright cut his own throat to avoid lingering in prison, and that all other accounts are fallacious.** It is stated, that for some time previous to Buonaparté's escape from

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* 𝔑. 𝔆. xxiv, 454. We shall revert to this subject in a future part of this volume.

Elba, preparations had been made, under orders from government, for his reception at Malta, in the contemplation of his being intercepted by some of our cruisers in making such an attempt. He was to have been put on board the Trident, in the harbour, in charge of Lieutenant-colonel Campbell, with six captains, two of whom were always to dine with him, and 300 of the garrisons were to be his guard.

It is stated in letters from the Cape of Good Hope, dated in September, that in consequence of a dispute in the private trading ship Barrosa, on her passage from Madeira, a duel took place on the arrival of the vessel at the Cape, between Captain Hawkey, of the royal navy, and Major Clason, of the East India Company's service, in which the latter lost his life. Captain Hawkey is brother to the Gentleman of that name who commands the Barrosa, and was going out as a passenger to one of the India Presidencies.

A motion has been made in parliament for a *monument* to record the services of the navy. They ask for bread, and the Noble mover proposes to give them a stone. There are thousands of Midshipmen who gallantly fought their country's battles now *starving*.

About 70 copies of Treaties and Conventions concluded at Vienna and Paris, have been laid before both Houses of Parliament, and published in a Supplementary Gazette. Among the few, the publication of which we believe has not been anticipated, are the Treaties of Subsidy, by which, in addition to the large sums paid to our principal Confederates, we engage to make different allowances to the inferior Potentates, which would have amounted in all to 2,319,396*l.* up to the 1st of April in this year, had the war so long continued; but which ceasing at the signature of the Definitive Treaty, have actually required only three-fourths of the sum. Besides, we have given to the Emperor of Russia, over and above what he shared with Austria and Prussia, an additional douceur of 416,666*l.* on account of the large force which he moved into France. It is well that our magnanimous Ally did not demand more. We are assured, that during his visit to England, on seeing the apparent wealth of the people, he declared, had he conceived we were so rich, he would not have put his army in motion for the sum given to him. It appears from the Convention with Portugal, that we have not been sparing of pecuniary sacrifices for the abolition of the Slave Trade. No less a sum than 300,000*l.* is paid as a compensation for Portuguese slave-ships detained by our cruisers.

Letters from Cadiz state, that the Maria Louisa, three-decker, and the only one of that rate remaining in the Spanish navy, was lately lost on the coast of Africa. The ship had been long stationed in Port Mahon, and by the orders of the new Spanish high admiral, the *Infant* Don ANTONIO, was ordered to proceed to Cadiz, to carry out troops and stores for the army of MORILLO, now acting against Carthagena. Her crew consisted of only seventy men and three officers, with which she put to sea, was overtaken by a storm, and cast away on the coast of Algier. Few persons were saved, and on their landing, *were made prisoners by the Algerines.*

METEOROLOGICAL REGISTER.

From February 25th, to March 26th, 1816.

Kept by C. Blunt, Philosophical Instrument Maker, No. 38, Tavistock-street, Covent-Garden.

Moon	Day	Wind	Barometrical Pressure.			Temperature.			
			Max.	Min.	Mean.	Max.	Min.	Mean.	
	26	W	29·98	29·94	29·96	49	27	38·	Fair
	27	W	29 97	29·91	29 94	48	25	36 5	——
☽	28	NW	29·98	29·97	29·97	47	26	36·5	——
	29	N	29·98	29·97	29·97	47	26	36·5	——
	1	N	29 96	29·94	29 95	49	28	38·5	——
	2	SW	29·93	29 90	29 91	50	29	39·5	——
	3	SE	29 90	29·88	29·89	47	33	40·	——
	4	NW	29·86	29·80	29 83	48	27	37·5	Snow
	5	NW	29·71	29·48	29·59	48	33	40 5	——
	6	W	29·46	29.40	29·43	49	40	44·5	Fair
D	7	SW	29 40	29·36	29·38	48	36	42·	Rain
	8	S	29·25	29·20	29·22	46	36	41·	——
	9	SE	29·26	29 14	29·20	47	38	42·5	——
	10	SW	29·39	29·29	29·34	49	36	42 5	Fair
	11	SW	29·70	29·40	29·55	51	38	44·5	——
	12	W	30·26	30·10	30·18	52	37	44·5	Rain
○	13	SW	30·30	30·25	30·27	51	36	43·5	Fair
	14	W	30·60	30·40	30·50	52	34	43·	Rain
	15	W	29·80	29 70	29·75	52	34	43·	——
	16	NW	29·58	29·56	29·57	53	35	44·	——
	17	NW	29·62	29·60	29·60	54	36	45·	——
	18	NW	29 80	29 70	29·75	53	37	15·	Fair
	19	NW	29·95	29·90	29·93	51	38	44·5	——
☾	20	W	30·	30·	30·	51	38	44·5	Rain
	21	W	30·20	30·	30·10	50	37	43·5	——
	22	SW	30·26	30·24	30·25	50	36	43·	Fair
	23	SE	30·28	30·25	30·27	49	35	42·	——
	24	SE	30·24	30·19	30·21	50	34	42·	Cloudy
	25	E	30·20	30·17	30·18	49	35	42·	Fair
	26	SE	30·21	30·18	30·20	48	35	41·5	——

RESULTS.

Mean barometrical pressure		29·86	Mean temperature		41.07
Maximum 30.60	wind at	W	Maximum 54	wind at	NW
Minimum 29·14	——	SE	Minimum 25	——	W

Scale exhibiting the prevailing Winds during the Month.

N	NE	E	SE	S	SW	W	NW
2	0	1	5	1	6	8	7

	Mean Barometrical Pressure.	Mean Temperature.
From the last quarter on the 20th of Feb. to the new moon on the 28th	30·08	40·12
—— new moon on the 28th of Feb. to the first quarter on the 7th	29·74	39·87
—— first quarter on the 7th Mar. to the full moon on the 13th	29·62	43·08
—— full moon on the 13th, to last quarter on the 20th	29·87	44·14

Promotions and Appointments.

Whitehall, March 11.

His Royal Highness the Prince Regent hath been pleased, in the name and on the behalf of his Majesty, to give and to grant unto William Charles Fahie, Esq. post-captain in the royal navy, colonel of the Portsmouth division of his Majesty's royal marine forces, and companion of the most honourable military order of the Bath, his Majesty's royal licence and permission that he may accept and wear the insignia of a commander of the royal Sicilian order of St. Ferdinand and of Merit, which his Majesty the King of the Two Sicilies has been pleased to confer upon that officer, in testimony of his royal regard and esteem, and of the distinguished services rendered by him while commanding the British squadron (acting in co-operation with the Austrian forces) at the reduction of Gaëta: provided nevertheless, &c.

Whitehall, March 16.

His Royal Highness the Prince Regent has been pleased, in the name and on the behalf of his Majesty, to nominate and appoint Admiral the Right Hon. Edward Baron Exmouth, knight commander of the most honourable military order of the Bath, to be a knight grand cross of the said most honourable military order, in the room of Admiral the Right Honourable Samuel Viscount Hood, deceased.

His Royal Highness the Prince Regent has been pleased, in the name and on the behalf of his Majesty, to grant unto John Duff Markland, Esq. post-captain in the royal navy, and companion of the most honourable military order of the Bath, his Majesty's royal licence and permission, that he may accept and wear the cross of the Imperial Austrian order of Leopold, which his Imperial Majesty the Emperor of Austria has conferred upon that officer, in testimony of his approbation of the distinguished services rendered by him at the siege and capture of Trieste, and the other operations in Italy, during the campaigns of 1813 and 1814; provided nevertheless, that his Majesty's said licence and permission doth not authorize, and shall not be deemed or construed to authorize, the assumption of any style, appellation, rank, precedence, or privilege, appertaining unto a knight bachelor of these realms.

And his Royal Highness hath been further pleased to command, that the said royal concession and declaration be registered in his Majesty's College of Arms.

His Royal Highness the Prince Regent hath been pleased, in the name and on the behalf of his Majesty, to grant unto Westby Perceval, Esq. post-captain of the royal navy, his Majesty's royal licence and permission, that he may accept and wear the cross of the Imperial Austrian order of Leopold, which his Imperial Majesty the Emperor of Austria has conferred upon that officer, in testimony of his approbation of the distinguished services rendered by him at the siege and capture of Trieste, and the other operations in Italy, during the campaigns of 1813 and 1814; provided nevertheless, that his Majesty's said licence and permission doth not authorize, and shall not be deemed or construed to authorize, the assumption of any style, appellation, rank, precedence, or privilege, appertaining unto a knight bachelor of these realms.

And his Royal Highness hath been further pleased to command, that the said royal concession and declaration be registered in his Majesty's College of Arms.

His Royal Highness the Prince Regent hath been pleased, in the name and on the behalf of his Majesty, to grant unto Lieutenant John Turner Elin, of the royal navy, his Majesty's royal licence and permission, that he may accept and wear the insignia of the Little Cross of the royal Sicilian order of Saint Ferdinand and of Merit, which his Majesty the King of the Two Sicilies hath been pleased to confer on that officer, in testimony of the signal intrepidity displayed by him in action with the enemy off the coast of Sicily; provided, nevertheless, that his Majesty's said licence and permission doth not authorize, and shall not be deemed or construed to authorize, the assumption of any style, appellation, rank, precedence, or privilege, appertaining to a knight bachelor of these realms.

And his Royal Highness hath been further pleased to command, that the said royal concession and declaration be registered in his Majesty's College of Arms.

Rear-admiral Sir Richard King, Bart. K.C.B. to be commander-in-chief in India, *vice* Sir G. Burlton, deceased.

Hon. Sir John Colpoys, G.C.B. to be governor of the Royal Hospital at Greenwich.

Vice-admiral Sir Thos. B. Thompson, Bart. K.C.B. to be treasurer of Greenwich Hospital, *vice* Sir John Colpoys.

Rear-admiral Sir Thomas Byam Martin, K.C.B. to be comptroller of the navy, *vice* Sir T. Thompson.

Commissioner James Bowen, of the Transport Board, is appointed one of the commissioners of H.M.'s navy.

Captains, &c. appointed.

William King, to the Eridamus; Hon. Frederick William Aylmer, to the Severn; —— Loring, to the command and care of H.M.'s ships in ordinary at the port of Sheerness; J. Slade, to ditto at Plymouth; Edward Dix, to ditto at Chatham; Robert Hull, to ditto at Portsmouth; Sir John Louis, Bart. to the Forth; J. H. Tait, to the Pique; Hon. Anthony Maitland, to the Glasgow; Sir Edward Owen, K.C.B. to the Royal Sovereign yacht; John M'Dowall, to superintend ships in ordinary at Portsmouth, under Captain Hall; —— Pridham, to ditto, under Captain Slade, at Plymouth; John Harper, to the Wye; George Bentham, to act in the North Star; Gregory Grant, of the Drake, to the Carnation; C. Jackson, of the Shark, to the Drake; Lieutenant Michael Dickson, to act as captain of the Shark.

Lieutenants, &c. appointed.

James Burton, to the Albion; Henry Heyman, to the Podargus; Thomas Favell, to the Jasper; William Davis (B), to the Pactolus; John Willism, to the Wye; S. D. Philpot, to the Scamander; Roger B. Teed, to the Malta; William Cartwright, to ditto; Joseph Wright, to the Ramillies; Thomas Goble, to the Glasgow; Peter Stark, to ditto; Henry B. Matthews, to the Orontes; Robert Weaver, to the Rivoli; D. C. Waters, to the Bacchus; G. F. Herbert, to the Impregnable; Bart. G. Waterhouse, to ditto; John Moore (B), to the Rifleman; R. C. Beriffe, T. Maples, and B. P. Bagwell, to the Forth; T. Hume, to ditto; J. D. Stewart, to the Pique; R. W. Jones, to the Glasgow; J. A. Blois, to the Meander; M. J. Curwin, H. Ellis, and E. Purcell, to the Rivoli; T. Scott (2), to the Pactolus; William Field, to superintend H.M.'s ships in ordinary at Chatham, under Captain Dix; G. Plowman, J. Holland, Edward Harries, and W. Webb, to the division of ships in ordinary at Portsmouth.

W. Archbold, to the rank of lieutenant.

E. Sison, Esq. master-shipwright of Woolwich Dock-yard, is superannuated, after a service of more than fifty years.

H. Canham, master-builder at Sheerness, is appointed to Woolwich-yard.

John Nolloth, Esq. assistant to the surveyors of the navy, to be builder at Sheerness-yard.

Mr. Dodd, to be timber-master at Plymouth-yard.

Mr. Atkins and Mr. Moore, to be assistants at Plymouth-yard, *vice* Lang and Dodd.

Mr. Lang, first assistant at Plymouth-yard, succeeds Mr. Nolloth as assistant to the surveyors at the Navy Board.

Mr. Rose and Mr. Osmond are appointed assistant master-attendants at Portsmouth, in consequence of the great increase of the ships in ordinary at that port.

Pursers appointed.

Mr. Moore, to be purser of the ships in ordinary at Portsmouth; and Mr. Jackson, to be purser of the ships in ordinary at Chatham.

Chaplains appointed.

Rev. J. Cole, from Haslar Hospital, is appointed one of the chaplains of Greenwich Hospital; Rev. Mr. Morgan, from Haslar to Plymouth Hospital; Rev. Andrew Laurence, to be chaplain of Haslar Hospital.

Surgeons appointed.

Andrew Smith, to the Pactolus; Andrew Leslie, to the Severn; Baldasare Sammutt, to the Melville; William Thompson, to the Pique; William Senhouse, to the Glasgow; F. C. Roylance, to the Martial; M. Capponi, to the Rifleman; Thomas Rodgers, to the Minden; William Hyde, to the Swinger; Herman Cochrane, to the Doris.

Masters appointed.

Edward Fletcher, to the Glasgow; B. Hunter, to the Prometheus; J. Napier, to the Pique; G. Ramsden, to the Rivoli; Thomas Chillingsworth, to the Active.

Midshipmen passed for Lieutenants.

Sheerness.—J. Walmesley.

Portsmouth.—W. G. H. Whish, E. Finlay, C. P. Madryl.

Plymouth.—G. M. Gordon.

MARRIAGES.

Lately, by special licence, at St. George's, Hanover-square, Captain Edward T. Scott, R.N. to Fanny, second daughter of —— Beck, Esq. of Hauxeter, Middlesex.

At Dawlish, Captain W. Hall, R.N. to Ann, youngest daughter of Peter Churchill, Esq. of that place.

DEATHS.

Lately, in Duke-street, St. James's, after a few hours illness, Captain Samuel Malbon, R.N.—As an officer he was zealous and brave: but it was zeal tempered by natural courtesy, and courage guided by skill. As a friend and companion he was warm and sincere: but the warmth of his affections was not tainted by acts of ostentation, nor his sincerity by often-plighted professions. All who knew him sufficiently to recognise his worth, do most deeply regret his early and unexpected death. He was in the 30th year of his age.

Lately, in Dublin, Mrs. Elizabeth Barlow, aged 70, widow of the late Captain Barlow, R.N.

Lately, at Plymouth dock, Lieutenant Hill, R.M.

Lately, at Plymouth, aged 72 years, Mr. Henry Watson, surgeon R.N. which rank he obtained 22d June, 1762.

Lately, Lieutenant Lovell, R.N.

On the 30th of January, at Nice, in France, Lieutenant Walter Kirby, R.N. late of H.M.S. Phœbe; was made 6th February, 1311.

On the 14th of February, at Gosport, Mrs. Laugharne, widow of the late Captain Laugharne, and mother of Captain W. Laugharne, R.N.

On the 16th of February, Admiral Robert M'Dowall, in the 87th year of his age. Was made post, 24th July, 1781; a rear-admiral, 1st Jan. 1801; a vice-admiral, 9th Nov. 1805; and that of admiral of the blue on the 4th Dec. 1813.

On the 17th of February, in the Haymarket, Captain Urry Johnson, R.N. aged 28 years, who obtained his rank as commander 6th Sept. 1809.

On the 20th of February, Lieutenant Charles Young, R.N. made 30th Aug. 1800.

On the 27th of February, at Gosport, aged 71 years, Mrs. Davis, mother of Captain Davis, R.N.

On the 28th of February, at Leith, Captain William Wilkinson, R.N. who was made post 21st Oct. 1810.

On the 5th of March, at Cork, Lieutenant Andrew Hardy, R.N. who obtained that rank 3d June, 1799.

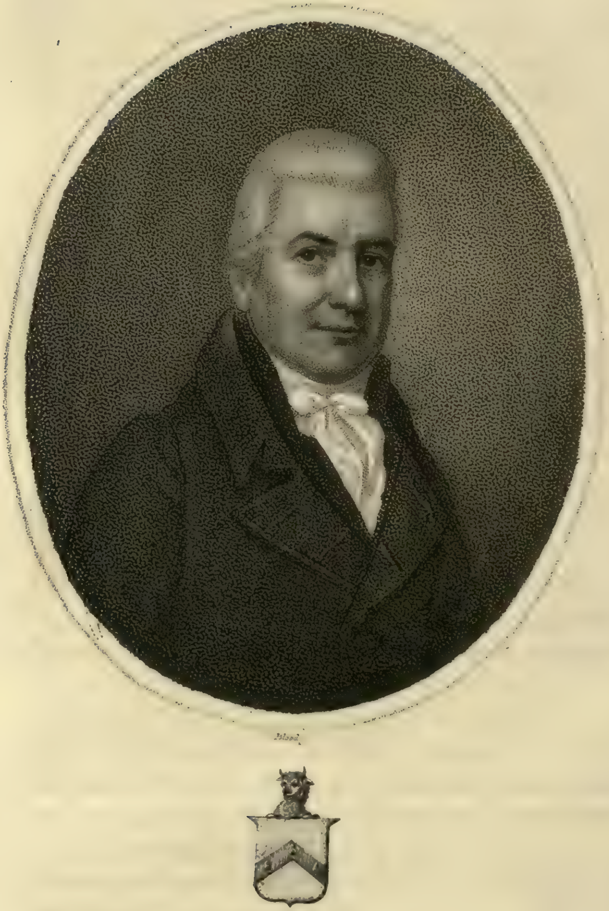
On the 6th March, Lieutenant Hector M'Lean, R.N. lately employed as agent for transports. The date of this officer's first commission was 22d Oct. 1793.

On the 7th of March, at his house in Camberwell-grove, Surrey, Vice-admiral Sir William Mitchell, K.C.B. in the 71st year of his age. This officer was made post on the 22d Nov. 1790; obtained the rank of rear-admiral, 28th April, 1808; and that of Vice-admiral, 4th Dec. 1813.

On the 12th March, at Southampton-buildings, Holborn, aged 29 years, Lieutenant Sylvester Austin, late first lieutenant of H.M.S. Spencer. Was made 24th Dec. 1805.

On the 14th of March, at Stoke, near Plymouth, Mrs. Carpenter, wife of Captain Carpenter, of H. M. sloop Racoon.

On the 22d of March, after a long and painful illness, at his lodgings in Park-row, Greenwich, Lieutenant Charles Pole Hardcastle Ellison, eldest son of Captain Joseph Ellison, of the Royal Hospital at Greenwich. Was made 30th Aug. 1806.



Blood

John Harness Esqr. M.D. F.L.S.

Published 30th April, 1818, by Joyce Gold, Naval Chronicle Office 103 Shoe Lane.

BIOGRAPHICAL MEMOIR

OF

DR. JOHN HARNESS,

MEDICAL COMMISSIONER OF H. M.'S NAVY.

> Ἰητρὸς γαρ ανὴρ πολλων αντάξιος ἄλλων,
> Ἰόυς τ' εκτάμνειν ἐπί τ' ἤπια φάρμακα πάσσειν.—HOMER.
>
> A wise physician skill'd our wounds to heal,
> Is more than armies to the public weal.—POPE. *Trans.*

THE length of service in the British navy and professional skill of the gentleman whose portrait is prefixed to the present number of the **Naval Chronicle**, are entitled to a more durable record than in the fleeting memory of the hundreds whom he has essentially benefited.

To heal the wounds of war, whether in its literal or metaphorical sense, in whatever degree effected, is worthy of a lasting monument, as an example stimulative of future operators in this branch of service, and to excite a zeal and ardour in their exertions commensurate with the importance of the duties assigned them.

The gentleman whose services are to be the theme of our present memoir, was born in London, on the 15th of November, 1754; but so brief are the documents before us, that we are not enabled to say in what part of London, or to give any regular account of his family. We find that at an early age he was removed to Wattington, in Oxfordshire, where he received a liberal education, under the Rev. Mr. Birkhead; and we presume the time and attention bestowed on him were compensated by a due proficiency in classical learning, the application of which to the profession of physic he commenced under his grandfather, John Foote Harness, an eminent medical practitioner, and first cousin to Dr. Frank Nicholls, professor of anatomy in the University of Oxford, and successor to Sir Hans Sloane, as physician to King George the Second.

It is probable that little more than the rudiments of the profession was thus obtained, as Mr. Harness was afterwards sent to complete his education in the schools of the metropolis, and seems with much industry and discernment to have availed himself of the most eligible sources of improvement they at that time afforded. Among the most eminent practitioners of that day was Dr. Saunders, who we believe took the name of Saunders, in addition or substitution to that of Huck, and to whose skill the Biographer was himself much indebted when a boy. Under this gentleman Mr. Harness was long a pupil of St. George's Hospital.

Whether at the same time, or subsequent to this course of instruction, we are not informed, but Mr. Harness was also a dissecting and dressing pupil, under Mr. Etse, lecturer on anatomy and surgery at St. Thomas's Hospital; and to attain a more correct information of the practical part of the profession, he was entered a pupil to the apothecary of that Institution.

Such was the judicious plan of Mr. Harness's medical education, and as to this advantageous course of instruction he brought an apt and docile mind, imbibing with avidity the precepts of his enlightened, experienced, and skilful teachers, and seeking with unremitted industry, opportunities of practical application, Mr. Harness soon arrived at that degree of professional skill, that might give him confidence as a medical practitioner.

We have heard it remarked by gentlemen of the faculty, that they are not enabled to get their bread until they have no teeth left to eat it. How far this assertion may be experimentally true, we will not engage to prove. There are certainly many reasons why a medical man advanced in years should be preferred, and none more conclusive than, that as the previous experience of a number of cases is absolutely necessary to a judicious prescription, whatever may be the disorder, the elder practitioner may be reasonably supposed the most skilful adviser, so long as his mental powers are unimpaired by his years. On the other hand, it may be as fairly presumed, that a younger man, of keen observation, penetrative judgment, retentive memory, and active pursuits in the theory and practice of medicine, may be also safely and successfully employed in the restoration of health.

Whether it was from any of the many presumed impediments to an early advancement in his profession at home, or that the ordinary afflictions of humanity were too few to render a competent course of practice easily attainable, it does not appear that Mr. Harness was ever established as a private practitioner. But the extraordinary casualties of war, or rather its certain consequences, presented a ready and ample opening to employment abroad, and his determination was finally fixed by the persuasions of Lord Charles Spencer, who had at that time a seat at the Admiralty Board, and apprehending Mr. Harness's very youthful appearance might operate unfavourably to his advancement at home, advised him to pass a few years in the medical department either of the army or navy. His noble friend's influence being more immediately naval, Mr. Harness was induced to prefer the latter, and he was soon after, in the month of December, 1776, appointed assistant-surgeon in his Majesty's sloop Sylph, commanded by the late Admiral James Richard Dacres,* and under orders for Antigua, in the West Indies.

It was at this memorable epoch when our West India Trade was so greatly annoyed by American privateers, and the British naval force on that station inadequate to its protection, that the treachery of France was so shamefully evinced, by permitting the sale of English prizes in their ports, and allowing French vessels to accept American commissions, for the purpose of carrying on depredations against the British trade, at the same time that the Court of France was professing the most pacific dispositions toward us.

It is not our wish to revive old grievances, or to reflect harshly on the chastised House of Bourbon, but if there be such a thing as retributive justice here, the aid at that time so dishonourably given to the American revolutionists was in a few years after to be most awfully requited.

How nobly contrasted has been the conduct of Great Britain it is unnecessary to state. The whole world is witness of the magnanimity with which she has returned it good for evil, and history will hand down the example to future ages, and to her eternal honour.

On Mr. Harness's arrival at Antigua, he was removed into the commander-in-chief's ship, the Portland, with the appointment of assistant to the Naval Hospital there.

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* For portrait and memoir of Admiral Dacres, *vide* 𝔑. 𝔆. vol. XXVI. p. 265.

In May, 1778, Mr. Harness was promoted by Admiral Young, then commander-in-chief at Antigua, to the rank of surgeon—a sufficient testimony that his services had been peculiarly satisfactory, for he had not then been two years in the navy. The naval warfare, from the time of his first entrance into the service, till the close of the war, was unremittingly active, and there can be little doubt that it afforded, together with the climate of his station, frequent and full opportunity to evince his skill and assiduity.

We believe Mr. Harness remained in the service during the peace, though we are unable to state his appointment, for, some time previous to the year 1793, we find him surgeon to the Royal Naval Hospital at Haslar.

On the commencement of hostilities against Revolutionary France, a fleet was immediately equipped to act in the Mediterranean, under Lord Hood,* and as a most honorable testimonial of the high estimation in which the professional abilities and past services of Mr. Harness were held by those who had the cognizance of merit in the medical department, and the disposal of its rewards, he was appointed physician to the fleet.

Dr. Harness remained on the Mediterranean station, performing the duties of his distinguished appointment, with the same assiduity and skill that had procured it him, maintaining its increased responsiblity by a proportionate degree of activity and vigilance, and giving that general satisfaction to all within the circle of his connection, which excellence of heart, mind, and hand, or in other words good sense, disposition, and professional talent, can alone bestow, in situations of authority so variously directed.

To this general character of Dr. Harness, we subjoin the following corroborative testimonies from General O'Hara, governor of Gibraltar, and his Royal Highness the Duke of York:—

(COPY.)

MY DEAR SIR, *Gibraltar, 20th Feb.* 1799.

I have much pleasure in sending you the enclosed extract of a letter I have just received from his Royal Highness the Duke of York; and do assure you, I feel much obliged, as well as all the garrison, for the very able and unremitted care and attention you were pleased to shew our sick.

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* For portrait of Lord Hood, *vide* 𝔑. ℭ. Vol. XI. p. 400, and for memoir, see Vol. II. p. 1.

I am, dear Sir,
Most faithfully, your obedient servant,
Charles O'Hara.

Extract of a Letter received from his Royal Highness the Duke of York, dated Horse Guards, 7th December, 1798.

" The invalids sent home in the Weymouth, arrived a few days since at Portsmouth, and his Royal Highness has only to regret their account. It is sincerely to be hoped that the unfortunate disorder, which has prevailed in the garrison under your command, will be but of short duration, and that the effects of it will not prove so bad as apprehended.

" His Royal Highness desires you will be pleased to express his thanks to Dr. Harness, for the ready assistance he has afforded the troops on this occasion."

After six years of arduous service thus performed, Dr. Harness returned to England, and in January, 1800, was appointed by Earl Spencer, a Commissioner of the Sick and Wounded Board. Dr. Harness had gone through the labour of four and twenty years with great credit to himself, and service to his country, and the appointment was an honourable retreat from labours which shortly must have become additionally weighty from the weight of years.

The death of Dr. Johnston left the chair of that Board vacant; and on the 5th of May, 1802, Dr. Harness was appointed, by Earl St. Vincent, to fill it, as his successor.

The zeal of Dr. Harness in his department of service, had never been merely local; his views of amelioration and improvement were general and prospective. So far back as the period of his services at Antigua, he had frequent opportunities of witnessing the want of a more general diffusion of medical and surgical science in the naval service, and it naturally suggested to him the necessity of placing the surgeons of the navy on a footing that might in future induce men of professional talents to embark, and continue in it. From the obscurity of his situation at that time, there could be no hope of any effectual attention to his representations, had he made any; but in the year 1804, the Doctor embraced the opportunity of evincing his patronly solicitude for the due interests of the surgeons of the royal navy, and its service in their department.

Some recent regulations had taken place under an order of council, by which an augmentation of pay to army surgeons was granted, and Dr. Harness, with a laudable anxiety to see ameliorated the condition of the naval surgeons, on the 24th of September, of the same year, addressed a letter to the Right Hon. Lord Viscount Melville, in their behalf, stating the inadequacy of their pay to the labours of the service, and the relinquishment of their professional prospects at home ; that this insufficiency acted as a prohibition to the entrance of men of talents into the navy, and that it very materially suffered by such deficiency ; and respectfully represented the equal claims of the naval with the military surgeon.

A representation so candid and so just was not likely to remain unattended to by such a man as the late Lord Melville, who seems to have duly appretiated the value of the British navy, by his readiness on all occasions to advocate its interests ; and during his presidency over naval affairs, we think it may be truly averred, that its real interests were considered and promoted with a zeal and activity unprecedented at least ; much has since been done, the most material grievances undoubtedly redressed ; there is, however, still room for the grant of certain minor facilities and accommodations, both to men and officers.

This appeal from Dr. Harness to Lord Melville was, in fact, successful ; a few copies of it were distributed to the senior and most respectable naval surgeons, and through the medium of a friend of one of these gentlemen, we are enabled to lay before our readers the following copy of it :—

MY LORD, *Harrow, September 24th,* 1804.

In obedience to the commands your Lordship was pleased to honor me with at our last interview, I now beg leave to submit for your Lordship's consideration, my ideas with respect to the medical establishment of the naval service.

It has for some time afforded subject of complaint, and general regret, that, although the health of the meritorious individuals engaged in the naval service, it is universally allowed, should be one of the first objects of solicitude to the country ; and, that while neither expense nor pains are spared to obtain the means of most effectually preserving it, few men of talents or experience are to be found for the discharge of the medical duties in his Majesty's ships and hospitals ; and that of surgeons' mates, there should be almost a total deficiency ; insomuch that, at this period, there is not a sufficiency of the former for the ships actually in commission; nor above one-fourth of the proportion of the latter, which the service requires: while of the surgeons, whom the Sick and Wounded Board would be desirous of selecting, on account of the experience acquired by service in former wars, scarcely any are contented to relinquish the emoluments of private practice for the trifling advantages held out to perseverance in the navy.

The origin of this deficiency, I believe, my Lord, may be traced to the want of sufficient encouragement for professional men to embark, and continue in the service.

The education required to qualify a man for the duties of a surgeon, necessarily occupies much time, and is attended with proportionate expense; yet, when he has attained the necessary degree of knowledge, and served the usual period of surgeon's mate, he must remain five years in actual service, as surgeon, before he can be entitled to any half-pay; and then, as the number on the surgeon's list who receive it are limited to 320, as long a period may again elapse before the benefit is extended to him: this will be obvious to your Lordship, on recollecting, that the order in council, regulating the present half-pay, restricts it to *twenty*, who have served 9 years as surgeon, the allowance of 5*s.* per day; to *one hundred*, who have served 7 years, 3*s.*; and to *two hundred*, who have served 5 years, 2*s.* 6*d.* The consequence is, that when a young man, who may have served as surgeon during the course of a war, finds himself, on the return of peace, without other resources, than what he may derive from giving the employment of his talents and industry a new direction, he will naturally engage in private practice, as affording the means of present, and holding out the prospect of future support: and, when his services are again required by the navy, it has unfortunately nothing to offer, which can be considered equivalent to a sacrifice of the advantages he may have acquired, and to which he can with greater certainty look for the maintenance of a family.

It is scarcely necessary for me to remark to your Lordship, that whatever may be a medical man's natural talents, and however excellent his education, still experience is more essentially necessary for the acquirements of skill in this than in almost any other profession; and, it is the more seriously therefore to be lamented, that from the causes I have stated, experienced men should be in a great measure excluded from the navy.

The older surgeons, whom the service still retains, are, unfortunately, to be considered for the most part as men who, from want of knowledge or ability in their profession, have failed of success in their attempts at private practice, excepting where an independence, brought in aid of half-pay, has prevented the necessity of resorting to it for support; or where they have continued in employ during peace; and, in some few instances, where they have found no opening to private practice, and have been compelled to exist in penury, till an opportunity of again employing them has presented itself to the Sick and Wounded Board.

A consideration of the present deficient state of the medical department of the navy, and of the causes to which it is attributable, naturally leads to the suggestion of a remedy for the evil; and I have no doubt it will occur to your Lordship, as it has to me, that the most likely mode of succeeding is by presenting inducements to medical men to enter into the naval service; and, when entered, to preserve their engagements to it, by granting them such allowance of half-pay as shall be sufficient to maintain them when unemployed; and by progressively increasing it in proportion to their length of service.

The recent regulations in the medical department of the army, under the order in council of May last, may perhaps be assumed as the best guide for an augmentation in the allowances to the same department of the navy; and I apprehend, that to any person conversant with the duties of the respective services, it will scarcely suggest itself, that the actual labour and attendance on a ship's company is less than with a regiment. The difference of numbers must doubtless vary; but, the sacrifice of time and talents is equal, I believe, to a medical man, whether devoted to the attendance of 100 men in a sloop, or 500 in a garrison.

I have accordingly, from a view of the order in council above referred to, prepared for your Lordship's inspection a statement of the allowances which would be requisite to bring the two services, in point of emolument, more nearly on a par; premising, that all the perquisites naval surgeons now enjoy, and the pay and provisions of fourth, fifth, and sixth mates, would be applied to defray the expenses of the proposed arrangement.

In calling the attention of your Lordship to this subject, I have been as much influenced by a conviction on my own mind of the necessity of some change in the present system, on the principle of policy, as a feeling of consideration for the individuals now serving as surgeons in the navy; whose complaints, with regard to the inadequacy of the allowances at present established, I have daily occasion to hear; and who rely on my submitting them to your Lordship's notice.

I am, my Lord,
Your Lordship's obedient and devoted servant,

Right Hon. the Viscount Melville. J. Harness.

The situation of the naval surgeons being thus improved, an influx of medical talent was soon the consequence. Candidates for the service, encouraged by the prospect of a comfortable provision, came forward, desirous of appointment, and disposed to retain it. It is to the judicious arrangement then formed, that the present unparalleled state of the naval medical staff, and the consequent efficiency of our fleets from the health of the crews, with the great improvements in naval regulations on board ship, are solely to be attributed.

In January, 1806, the duties of the Sick and Wounded Board were consolidated with those of the Transport Service, and Dr. Harness was appointed the sole medical member of that Board.

This, so far as is known by us, is the apex of the Doctor's advancement.

We understand that Dr. Harness was conspicuously active in introducing the general use of the citrid acid in his Majesty's fleets, as a preventive of the scurvy; but let no man be certain that the credit of his actions shall be duly appropriated to him by others. In a recent publication "On the Health of the Navy," by Sir Gilbert Blane, is an historical sketch of the known powers and use of the *Citric Acid* in his Majesty's navy, as a remedy and *preventive for the scurvy*, and of the circumstances which led to its having been issued by government as a general supply. The very natural expectation of Dr. Harness to find the above specific and prominent instance of his professional services in the navy duly noticed, only led to the mortifying disappointment which an illiberal and total *silence* on the subject must as naturally have produced.

We have already given Dr. Harness's letter of remonstrance to Sir Gilbert,* we shall, therefore, conclude our memoir with the following letters in addition, as they appeared in the SUN of March 18, and March 23, 1816:—

SIR, *Cleveland-row, Jan.* 14, 1816.

I was last night favoured with the copy of a newspaper under your cover, containing a letter addressed to me by yourself. It grieves me that one, who from his situation, I should wish to hold in regard, should descend to a mode of correspondence which I must deem unbecoming a liberal man. As I feel no vindictive sentiments, and have not the least fear of my character suffering from the imputations you throw out, nothing shall induce me to enter into a public controversy, unless you should persist in repeating these bold assertions and pretensions, so as to mislead the ignorant and unwary, if they should remain unrefuted.

I begin my answer with declaring, that I have not the least recollection of any one circumstance which you relate respecting the Mediterranean Fleet, and I am positive that no communication was ever made by you on the subject in question, during my incumbency at the Board; nor did I ever hear of any made before that time, directly nor indirectly. How then could I notice what I was entirely ignorant of, in my late work on the Health of the Navy? I do not, however, entertain the least doubt of your having recommended a supply of lemon juice for the fleet, to the commander-in-chief, as a preventive and cure of the scurvy; to suppose you did not, would be accusing you of the most gross ignorance, and the most criminal neglect of duty, which I by no means mean to do. After the publication of Dr. Lind's Treatise on the Scurvy, in 1753, by which the knowledge of the virtue of lemon juice was revived; and after the numberless and incontestible proofs of this laid before the public, long before your service at Antigua or in the Mediterranean, it is really past all comprehension on what grounds you can rest your pretensions. In the year 1793, the era of your claims to merit, this knowledge was so fully established and so universally diffused, that if the most uninstructed surgeon's mate in the squadron had been asked by Lord Hood what was best to be done to resist the scurvy, he ought to have been dismissed from the service for ignorance, if he had not recommended lemon juice, particularly on a station surrounded with countries abounding in this species of fruit. Now, is not this the whole amount of your merit, which neither I nor any reasonable man can deny you?

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* *Vide* page 138.

Let me ask you, Sir, is it possible that you can be ignorant of the explicit enunciation of the virtues of lemon juice in the works of Dr. Lind: can you be ignorant that my printed works, and those of others, are full of proofs of the same: that in the course of my service, more than 30 years ago, this remedy was purchased, by my recommendation, for the fleet to which I was attached, and that I transmitted a memorial on the subject to the Board of Admiralty, in the year 1781, in proof of all which there are documents now existing in the public offices of the navy?

And with regard to the general supply of it by public authority, I equally aver that you had not the smallest share in bringing it about. The correspondence on that subject, preserved at the Admiralty-Office, will, if examined, shew that not the least allusion is made to you, nor to what passed in the Mediterranean in the whole of that transaction. The minister then at the head of the Admiralty had fortunately a mind sufficiently benevolent and enlightened to be made sensible of the incalculable national advantage of a measure which the practical results have since so fully justified. It is quite clear, therefore, that if, in my late work, I had ascribed any merit to you, I should have been guilty of a barefaced misrepresentation in the eyes of all those who are duly informed on the subject, and that in your own eyes, if they were open to a right understanding of it, such a statement could only be looked upon as a mockery.

I cannot help, on this subject, contrasting your conduct with that of Mr. Ives, surgeon of the Kent, of 74 guns, bearing Admiral Watson's flag, in the year 1757. That gentleman, on the outward-bound passage to India, caused, at Madagascar, a very large quantity of lemon juice to be squeezed, and preserved by the addition of rum, by which means that ship and those in company were saved from the scurvy, and the effective state of the crews enabled them to go through the rough and splendid service at Chandernagore. Mr. Ives was not only an excellent medical officer, but a most respectable man and accomplished gentleman, as appears by the account which he published of his journey from India overland, and his name is one of the greatest ornaments to the corps to which he belonged. On the occasion alluded to, the highest praise and credit are due to him, for this incident occurred soon after the revival of the knowledge of the virtue of lemon juice, and forms a rare example of zeal and judgment in the public service. But did he on this occasion vaunt and blazon his own merits, by addressing the First Lord of the Admiralty, and claiming a reward? No, he only made it known in a clear and modest narrative, by a letter to Dr. Lind, which forms one of the most interesting passages in the subsequent editions of his excellent Treatise on the Scurvy. With regard to myself, it has been my particular study to abstain from introducing my own name in my publications, except when the nature of the subject made it unavoidable, self-praise being, as I conceive, abhorrent to the feelings of every liberal man. I might, for instance, have alleged with truth, in the last edition of my book, that Lord Spencer was induced to give his consent to the general supply of lemon juice, by the *perusal* of my *writings*, and by the *conference* and *representations* of *my colleagues* and myself at this time; not to mention the share I had in the entire new modelling of the medical service of the navy in the year 1796.

With regard to your philosophical reasoning, I have only to remark, that it is truly ludicrous to suppose that this, even it were correct, could add any thing to the evidence in favour of lemon juice, the virtue of which was fully ascertained long before, by the most incontestible experience. If I know any thing of the history of med cal knowledge, such theories are held in derision by all men of sense and genuine science. No one has as yet been able to form any more than a vague conjecture how the citric acid, and no other, prevents and cures the scurvy, nor is it at all necessary, except as a matter of curiosity. It is quite enough that we know the fact.

I conclude with exhorting you to renounce pretensions which I am positive will never be recognised by any one who will take the trouble of informing himself on the subject, for I never heard it mentioned by those who have done so, but either as a singular instance of self-delusion, or as a rare example of arrogant and unfounded assumption.

I am, Sir, your most obedient servant,

Gil. Blane.

P.S. In your republication of the letter to Lord Melville, I cannot help being struck with your repeating a circumstance which, if you had read my late work with the attention you profess to have done, you could not have failed to have seen the fallacy. I allude to your stating that after the seven years' war, the mortality of the navy in the course of that war had amounted to 130,000 men, whereas I have made it clear, from the Records of the House of Commons, and of the Navy Office, that this enumeration applied to the sick and wounded who had been sent on shore from men of war, and had never rejoined their ships. It is well known that many recovered men, not to mention invalids, never rejoin their ships.

TO SIR GILBERT BLANE.

SIR,

I have as little taste for a newspaper correspondence as yourself. I have no disposition to provoke it, and it is with reluctance I invite it:—that it is, however, "a mode of correspondence unbecoming a liberal man," as you are pleased to assert, I have yet to learn. It is, indeed, sometimes the only *safe* mode to which a liberal man can have recourse, for his defence against insidious attacks, or illiberal designs. Had I, indeed, addressed you in the spirit of that *private* letter which, after such very mature deliberation, and such *friendly* advice, you have addressed to me, *you* would have had reason to complain, and *I* to be ashamed. But it contains only a plain statement of facts, established, approved, and applauded by the first naval characters of that day in the kingdom; and upon these facts I take my stand, and venture to appeal from your judgment, and that of your friends, to the public, and mankind.

Your Pamphlet, entitled, "Comparative Statement, &c. &c." which contains a Tract selected upon *this* occasion, and as I suspect for a *special* purpose, from a volume of medical miscellaneous Tracts, published some time ago, was sent to me inscribed "from the author," but unaccompanied by a single line from yourself to introduce it to my notice; it came, therefore, as I conceived, in no "questionable shape," but bearing on the face of it a silent rebuke to me, for having dared to lay any claim to merit for my services in the exercise of my profession as physician to the Mediterranean fleet. Whether I was right or not in such construction of your design in presenting me with your pamphlet, you best can judge; but under the impression of such construction, I was desirous that upon a public question you should speak out to the world, and I gave you an opportunity of doing so, by addressing you in one of the public papers (THE SUN)—this invitation you *scornfully* decline, and this opportunity you *disdain* to seize; but after having written a private letter for circulation among your friends, after having received their flattering approbation and their urgent pressure to communicate it to me, you *triumphantly* forward the original, with erasures, interlineations, and corrections, to me, at the end of *two months* from the publication of my letter to you. Written, as your letter apparently was, in the haste of the moment, had it been sent at *that* moment, impulse and agitation might have excused its petulance and spleen; but now, its style and its matter are without excuse, since it bears the stamp of deliberation and the seal of reflection. The contemptuous tone which it assumes, whether real or assumed, neither surprises nor affects me; but I confess it did surprise me when I read, "I have not the least recollection of any one circumstance which you relate respecting the Mediterranean fleet." What, Sir, can it be believed that you should sit as a Commissioner at a Public Board, perfectly regardless of every thing that was passing before it, and entirely inattentive to a conversation then held upon the subject—however lightly you may talk of it, and affect to despise it, of the utmost importance to the British navy:—and can your recollection go no further back than to the year 1800, when Lord St. Vincent commanded the fleet, and Dr. Baird was its physician? Is it possible, let me ask again, that sitting thus as a Commissioner upon public duty, you should not have heard a conversation of so marked a nature, or having heard, you should have lost all traces of it in your brain?—Yes! for I am told, "I have not the least recollection of any circumstance which you relate respecting the Mediterranean fleet."

No communication, it was true, was made by me to the Board during the three years to which I refer, for no communication was necessary.—What was passing in the fleet as to the medical treatment of the crew, was matter of great notoriety, and could not but be known to the Medical Board at home, from the many bills drawn upon it for lemons issued, &c. how is it possible, therefore, that you could be "*entirely ignorant*" of it; or if you were so, how can you be acquitted of "the *most gross* ignorance," and "criminal neglect of duty," it is difficult to conceive.

That Dr. Lind's Treatise on the Scurvy, 1753, was written, and that the virtues of lemon-juice were *known* before my service in Antigua and in the Mediterranean, I readily admit; but that the knowledge of that valuable medicine had been particularly applied to the benefit of the navy, to the same extent, at least, when the largeness of the fleet is considered, and the long period of time during which it was applied previously to the large and liberal use made of it by me in the Mediterranean fleet, in the year 1793 and two following years, I absolutely deny; nor had any former application of this remedy and preventive the same beneficial consequences, for it was followed up, *almost immediately*, by the order for a general supply of lemon-juice to the navy. Upon this ground, Sir, it is that I feel a conscious pride and solid satisfaction; a satisfaction of which no man can deprive me, in reflecting that to my exertions it was owing, that the experiment was made in the Suffolk, and the recommendation came from the Medical Board to the Board of Admiralty for the general supply.

It is in vain that you *triumphantly* tell me, that "in the correspondence on that subject, preserved in the Admiralty, &c. not the least allusion is made to you, nor to what passed in the Mediterranean." Why such *allusion* was *not* made at *that* time I am at *no loss to guess*, and I have no doubt that the Noble Lord who so ably and with such high character *then* presided at the Board *could guess too*, for he was well acquainted with all the circumstances relating to my removal as physician from that fleet. Upon him I waited on my return from the Mediterranean, and to his unsolicited appointment it is that I am proud to owe my situation at the Medical Board, which I shall always consider as an honourable testimony of his Lordship's approbation.

You further add, that "had I ascribed any merit to you, it would have been a barefaced misrepresentation, &c. &c." What! Sir, would it have been a "barefaced misrepresentation" to have related the established fact (whether with praise or without it) of the amazing advantages so recently derived from *my* practice for near six years in the Mediterranean fleet. As prominent a feature I humbly conceive in the history of naval pharmacy, as the experiment made in the Suffolk, or at least strongly corroborative of that successful experiment; it ought, therefore, to have gone hand in hand with it to the Board of Admiralty. Of this omission, therefore, this studious omission, I think that I have reason to complain. A statement of this important fact, as the ground and basis (for so I am persuaded it really was) of the experiment in the Suffolk, and the consequent general supply to the navy, would have been no more a " barefaced misrepresentation," than the honourable mention you are pleased to make in your pamphlet (page 10), of Dr. Baird's introduction of this valuable medicine into Lord St. Vincent's fleet in the year 1800, four years (let it be observed) after the year in which the general supply was introduced, which you add, " may, therefore, be considered as an æra in the Health of the Navy."

The statement of the wonderful effect of this medicine, under my direction, for three years immediately preceding the supply, would, I say, have been not more " a barefaced representation," than the insertion in your " Illustrations " of Dr. Baird's letter, dated 8th of July, 1815, giving an account of the efficacy of that medicine, under his direction, in Lord St. Vincent's fleet. In that " æra of the health of the navy," confined, certainly (as far as appears) to that fleet alone—1800—in the heat of your investigation, and fervour of your patriotic inquiries into this truly national subject, you were induced, no doubt, to request from Dr. Baird a particular account of all that related to the health of that fleet, and by what means it was preserved. For this request made by you, and for Dr. Baird's compliance with it, I blame neither you nor him; but how, Sir, does it happen that the same zeal did not inspire you to apply to me for the particulars of which you affirm you were " entirely ignorant," of the health of the fleet in the Mediterranean under my direction, and the means by which it was restored and supported.

Such application, however, you never made to me, and in my former letter I supplied you with a testimony, no less than that of the venerable Lord Hood, not many weeks before his death, which I concluded you, as well as all the readers of that letter would have respected; but the way in which you treat it, is a lamentable proof how difficult it is for prejudice to receive and cherish truth, and those who are bred in one school, whether literary, medical, or naval, to be just, or even respectful to the great masters in another.

This testimony, however, is so precious to me, that I shall make no apology for again obtruding it upon your notice.

" I do hereby certify that in the Summer of 1793, when his Majesty's Fleet under my command was greatly afflicted with scurvy, and Dr. John Harness, the Physician to the Fleet, very strongly recommended to me the use of lemon juice as a cure and preventive of it, in consequence of which I ordered the respective ships to be constantly supplied with lemons, and was happy to find that within six months the disorder was effectually eradicated, and the crews of his Majesty's Fleet perfectly healthy. Given under my hand at Bath, November 3d, 1815.

Hood."

And now, Sir, let me ask you if this practice was so common, and "this knowledge so fully established, and so universally diffused, that if the most uninstructed Surgeon's Mate in the squadron had been asked by Lord Hood what was best to be done, he ought to have been dismissed from the service for ignorance if he had not recommended lemon juice." How then can it have happened, let me ask you, if it were really so, that the crews of his Majesty's ships have been in every period of the naval history, even to the hour of my appointment, so broken down by this dreadful malady, and that the scurvy has been suffered to make such an unresisted progress, and to commit such fatal ravage. Was it that the respective commanders of these ships and fleets were totally regardless of the health of their respective crews, and obstinately deaf to all medical advices? This, I am persuaded, will not, cannot be believed; and how did it happen in Lord Hood's fleet that the health of the crews under my direction was restored, and "in six months the disorder was effectually eradicated?" If these questions can be answered satisfactorily without admitting the truth of my statement, and the validity of my claim, then your confident assertions may be maintained; otherwise they must be considered as splenetic effusions thrown out, not perhaps "to mislead the ignorant and unwary," but certainly for the purpose of wounding my feelings, and degrading my character.

Now, Sir, I shall take my leave of you, with the assurance that I shall "renounce no pretensions that I have made," but shall steadily keep my ground,—and I will venture to hope, that my "Philosophical Reasoning," and the theory built upon it, which you are disposed to treat with so much levity, and even affect to banter, will be considered by the ingenuous and unprejudiced, as neither ridiculous nor ill-grounded, since it neither clashes with any thing Dr. Lind has written, nor with what others have done, and since it has been proved by an experiment so large in its extent, and so satisfactory in its results, not to be erroneous; and I further trust, that whatever your sentiments, and those of your friends, may be, I shall not be suspected by the Government of my country, or by the public at large of "self delusion," in the opinion I have formed upon this subject, nor that I shall by declaring that opinion, incur the imputation of culpable "self praise," much less of "arrogant and unfounded assumptions." Far be it from me to make any ostentatious display of ability. I envy no man's attainments. I claim no superior talent, and I reverence the talents of every man when accompanied by candour and benevolence; but I do lay claim—a claim I never will relinquish, to whatever merit may be attached to the having applied this valuable medicine with more than ordinary effect for three successive years, 1793, 94, and 95, in one of the largest fleets that ever was collected in the Mediterranean, and having thus led the way to, and laid the broad and solid foundation of that general supply of Lemon Juice which, by the order of the Board of Admiralty, took place in the following year, 1796.

J. Harness.

Dr. Harness has been forty years in public service, and in every stage of it has been found zealously attached to his several duties; and however the due performance of them may be depreciated by misrepresentation or neglect—were not the evidence of facts incontrovertible as they are; yet there is that in every man as a just arbiter of rewards, which will always be superior to the illiberal slights or malevolent attacks of petty jealousy.

NAUTICAL ANECDOTES AND SELECTIONS.

CHIVALRY; OR THE FIRST AND LAST CONQUERORS OF BUONAPARTE.

Sir SIDNEY SMITH'S *Investiture with the Insignia of the Most Honorable Order of the Bath by the Duke of* WELLINGTON, *K. G.—G. C. B. &c. at Paris.*

Paris, 30*th December*, 1815.

HIS Grace the Duke of WELLINGTON having received the gracious commands of his Royal Highness the Prince Regent of the United Kingdoms, through his Royal Highness the Duke of York, Grand Master of the Most Honorable Order of the Bath, to invest Vice-Admiral Sir WILLIAM SIDNEY SMITH, Knight-Commander-Grand-Cross of the Royal Military Order of the Sword, with the Insignia of Commander of the aforesaid, his Grace fixed on the 29th December for the performance of the ceremony, which took place accordingly at the Palace Elisée-Bourbon, the Knights-Grand-Crosses, Knights-Commanders, and Companions being present, as also, his Grace the Duke of Richmond and the Right Honorable the Earl of Hardwick, both Knights of the most noble Order of the Garter.

At six o'clock the Commander elect arrived at the Palace, and being conducted and supported into the presence of the Noble Duke representing the Sovereign on the occasion, by the two junior Grand-Crosses Sir James Kempt and Sir Henry Colville; after the usual reverences in advancing (the Commander elect being already a Knight, the usual ceremony of dubbing him as such was formally dispensed with) his Grace proceeded according to the order of his Royal Highness the Grand-Master which he first read, and invested the Commander with the Insignia of the Order; after which his Grace embraced Sir SIDNEY SMITH twice most cordially, with every demonstration of the feelings of esteem and regard, feelings which the Knights, Grand-Crosses and Commanders, many of whom had served in Egypt as his juniors in rank, also testified; and it certainly may be said to be a proud day for England when such a scene took place in the evacuated Palace of Buonaparte, between these two British Officers of the two services, one of whom first checked, and the other of whom finally closed the career of that ambitious Chieftain.

The Banquet being announced, his Grace desired his Excellency the British Ambassador, Sir Charles Stuart, G.C.B. to conduct the new Knight Commander to the Hall of the same, where the Members of the Order, including some foreigners of distinction, amongst whom Don Michael Alava, General Muffling, and Count Demetrius Valsamachi, a nobleman of the Ionian islands, were served most sumptuously in the usual style of the Duke's elegant hospitality.

After the health of the King and Prince Regent had been drank, the Duke gave the health of "Sir SIDNEY SMITH;" the company hereupon rose, and followed his Grace's example in greeting the new Commander with the most cordial acclamations: when silence was restored, Sir Sidney Smith rose and addressed the company nearly as follows:

"My Lords, Noble Knights, Grand-Crosses, Commanders and Companions! I should not do justice to my feelings were I not to endeavour to express them in returning you my thanks for the honor you have done me by this reception: at the same time, I feel I cannot do justice to them by any mode of expression I can make use of.

"The language of *compliment* must die on the lips of any man in the presence of the Duke of Wellington; first, from the inadequacy of all language to express what every man must feel when speaking of such a highly distinguished chief; next, from the recollection of the noble simplicity of his character which disdains it. It will I trust be readily believed that I must be most truly gratified to be invested by a knight of such high renown and glorious achievements; and the more so in this *particular place*,* and in an assembly of so many illustrious and highly distinguished Knights-Commanders and Companions. A combination of circumstances which could only happen in the present times, and are mainly owing to the successful result of the battle of *Waterloo.* Noble and Illustrious Knights, I beg you to accept the expression of my humble thanks for the honour you have done me."

The Duke of Wellington having acceded to Sir Sidney Smith's request to be allowed to propose a toast to the company, he proceeded to say:—"I beg leave to call to remembrance that this day (the 29th December) is the anniversary of a re-union of illustrious knights of various orders, which took place at Vienna, where many sovereigns were present, and when the toast I shall have the honor to propose to you was drank by them with a manifestation of their conviction that the object of it intimately concerned knighthood as such, in all nations, I beg leave to propose the health and deliverance of the *white Slaves in the Barbary States.*"

The toast was received with the most marked approbation, and drank with the usual demonstrations thereof by three times three regular and hearty cheers, when the company adjourned to the ball-room, preceded on the indication of the Duke of Wellington by the new Knight-commander, supported by his Britannic Majesty's Ambassador, in the same order as on entrance, where a brilliant assembly of ladies, English, French, Spanish, Russian, &c. &c. continued to increase till a late hour; his Royal Highness the Duke of Berry, the French, and the Foreign Ministers, were also present, and all joined in cordial congratulations of, and compliments to the Cosmopolite Chieftain, President of the Knights liberators of the white Slaves in Africa; who we observed was decorated with the various Orders of the Nations he has contributed by his endeavours to release from the yoke of the former inhabitant of the palace where this extraordinary assembly was held; *now* a prisoner on the top of a rock in the Southern Atlantic. These circumstances reminded the Parisians of the prophetic inscriptions left by Sidney Smith on the window shutter of the Temple prison, when he escaped, of which many copies were taken and are now again in circulation, and read with great interest since the accomplishment has taken place; we have been favored with a translation, of which we give our readers a copy, the original having been in French, and respected by various successive guardians of the tower till the Prince de Rohan, now Duke de Rohan, subsequently a prisoner in that tower, removed it for its preservation, and we are assured he now possesses it.

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* The Elisée-Bourbon palace to which Buonaparte retired after the battle of Waterloo.

SIDNEY SMITH TO BUONAPARTE.

"Fortune's wheel makes strange revolutions it must be confessed; but for the term revolution to be applicable the turn should be a compleat one, for a half turn is not a revolution (see the Dictionary of the Academy); you are at present as high as you can mount,* well! I dont envy you your fortunate situation, for I am better off than you; I am as low in the career of ambition as a man can descend; so that let fortune turn her wheel ever so little, and as she is capricious, turn it she will, I must necessarily mount, and you as necessarily must descend.—I do not make this remark to you to cause you any chagrin, on the contrary, with the intent to bring you the same consolation I have at present when you shall arrive at the same point where I am, yes! the same point, you will inhabit this prison, why not as well as me? I did not think of such a thing any more than you do at present before I found myself brought hither. In party wars 'tis a crime in the eyes of opponents for a man to do his duty well, you do yours now, and consequently you by so much irritate your enemies; you will answer me."

In the language of the poet Jean-Baptiste Rousseau (N. B. a prose translation).

"I fear not their combined hatred, the voice of the people is declared for me, I serve them well, that is all very good talking, sleep in quiet you'll very soon learn what one gains by serving such a master whose inconstancy will perhaps punish you *for all the good* you do him. Whoever, (says an antient author, Pausanias Atticus), "puts his entire confidence in public favour never passes his life without pain and trouble, and seldom comes to a good end.

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* Buonaparte was then the victorious Chief of the French republican army of Italy which appeared to be the *acme* of greatness.

"*Finis coronat opus.*

"In fact I need not prove to you that you will come here and read these lines, because here you must be to read them. You will certainly have this chamber because it is the best, and the keeper who is a very civil good sort of man will of course treat you as well as he does me."

N. B. These lines having appeared in the Parisian papers in 1799, and having been put into BUONAPARTE's hands at Cairo, on his return from his unsuccessful Syrian expedition, where he was foiled and worsted by the writer of them,* he exclaimed "*it is very extraordinary*;" and on his return to Paris, fearing the accomplishment of the remainder of the prediction, after having procured through Regnauld de St. Jean d'Angely the sight of a copy in the hands of Baruel Beauvert, he forthwith ordered the building to be levelled to the ground.

EXAMINATION FOR LIEUTENANCIES.

IN future all examinations of mates and midshipmen for lieutenants, will be held in conformity with the following new regulations on that head:—

By the Commissioners for executing the Office of Lord High Admiral of the United Kingdom of Great Britain and Ireland, &c.

WHEREAS it is provided by the General Printed Instructions, established by his Majesty's Orders in Council, that no person shall be appointed a lieutenant of his Majesty's navy, who shall not (among other requisites) have passed such examinations as we, from time to time, may direct; and whereas we think it necessary that the examination shall be henceforward conducted in a fuller and more effectual manner than is at present in use; we do therefore direct that, for such examination in future, the following rules and regulations be established, without a strict and particular observance of which no examination shall be considered as qualifying the person examined to be appointed lieutenant, from and after the first day of March next, if the examination take place at home; or after this order shall have been received by the commander-in-chief on any foreign station in which such examination shall take place.

Art. 1. Masters' mates and midshipmen, having served the time, and being of the age required, are to be examined by three captains, as is now the practice: and their examination, if it take place at home, is to relate to the proficiency they have made in seamanship only; but if it take place on any foreign station, it is to include their proficiency in the theory of navigation also: for which purpose masters, or schoolmasters, well skilled in mathematics, if any such there be on board the ships which are present, may be directed to assist at the examination.

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* *Vide* N.C. Vol. xxxiv. p. 282.

Art. 2. No examination is to be held abroad but by the special order of the commander-in-chief, or the senior officer succeeding to a commander-in-chief; who is to select, for that purpose, such captains as he may judge best qualified.

Art. 3. The captains, whether at home or abroad, who may be appointed to hold these examinations, are hereby most especially required and directed to be particularly strict in conducting the said examinations, and in inquiring not merely into the candidate's ability to work a ship in ordinary occasions, but in every point of seamanship; and we do further charge them on no account whatsoever to grant a passing certificate to any candidate whom they may examine, except to such as they may conscientiously believe to be fully qualified to perform the duties of lieutenant on board any of his Majesty's ships, in all the particulars in which they have examined him.

Art. 4. Certificates are to be executed in duplicate, to be signed by the candidate with all his names at full length; one of the duplicates is to be delivered to him, and the other forwarded immediately to the commander-in-chief, to be by him transmitted to our secretary, for our information.

Art. 5. No person shall be confirmed in the rank of lieutenant in his Majesty's navy, until (in addition to the examinations herein-before specified, and all other requisites) he shall have passed an examination at the Royal Naval College at Portsmouth, touching his knowledge of the elements of mathematics, and the theory of navigation, and shall there have been found adequately qualified in the theory of navigation in general, and more particularly in the necessary parts of arithmetic; in the mode of observing and calculating azimuths, amplitudes, and the variation of the compass; in the calculating of the tides; the various modes of ascertaining the latitude, as well by single and double altitudes of the Sun, as by the altitudes of the Moon and Stars; and the finding the longitude by chronometers and lunar observations.

Art. 6. This examination shall be conducted by the Professor of the Royal Naval College, and his Assistants, in the presence, and under the superintendance, of either the first or the second officer in command of his Majesty's ships and vessels at Portsmouth; the Commissioner of Portsmouth Dock-yard; and the Lieutenant-governor of the Naval College; and these three persons, or the majority of them, shall decide on the qualifications of the respective candidates.

Art. 7. As soon as may be after the examination is concluded, the Professor shall prepare a list of those candidates whose qualifications have been admitted, specifying the name, age, birth-place, and the length of service of each, and the ship or ships in which he may be serving, or may have served, which, being signed by the three officers, shall be transmitted by the Port Admiral to our Secretary, for our information.

Art. 8. A certificate of his having so passed his examination shall also be made out for each candidate by the Professor, and, when signed by the three officers, shall be delivered to the candidate.

Art. 9. A register shall be kept at the Royal Naval College, of all the candidates who may pass this examination, specifying the particulars mentioned in Art. 7.

Art. 10. Young gentlemen educated at the College, shall pass this examination, either on leaving the College after having completed the plan of education, or at some subsequent period.

Art. 11. Candidates may offer themselves for examination at the College at any time during their service; and these examinations shall be held until further order on the first Monday of every month.

Art. 12. Mates and midshipmen on foreign stations, who may receive appointments as lieutenants before they shall have passed the examination at the College, shall, on their passing the said examination afterwards, be confirmed with the date of such original appointments, provided such appointments be regular and approved in other respects.

Given under our hands, this 22d day of January, 1816.

Melville.

Geo. Hope.

H. Paulet.

To all Flag Officers, Captains, Commanders, and Commanding Officers of his Majesty's Ships and Vessels, and all others whom it may concern.

By Command of their Lordships,

J. W. Croker.

DEATH OF THE HON. CHARLES TURNOUR.

Our readers will learn with regret, that in landing the passengers by the General Stewart, from India, from a pilot-boat, the Hon. Charles Turnour, lieutenant in the 65th regiment of foot, and uncle to the present Earl of Winterton, fell overboard, and was drowned. The means recommended by the Humane Society were perseveringly used without effect. The body, however, it ought to be noticed, previous to the arrival of better advice, was rolled violently on a cask, under an ignorant belief, that the salt-water, which depressed the animal functions, would thereby be expelled; but it is very questionable whether that was not the immediate means of destroying any remaining tendency to re-animation.* The Coroner's Jury, upon an examination of the circumstances, returned a verdict of—*Accidental Death.*

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* *Vide* page 212, for rules to be observed on such occasions, and which we recommend to the attention of our nautical readers especially; indeed we think it advisable that they should be as far as possible not only read, but committed indelibly to memory.

PENSIONS TO FLAG-OFFICERS, CAPTAINS, COMMANDERS, AND LIEUTENANTS OF HIS MAJESTY'S NAVY, FOR WOUNDS, LOSS OF LIMBS, &c.*

Officers' Names and Rank.	*On what Occasion granted.*	*Date of Order.*		*SUM.*		
	Admiral.					
Alexander Græme	Loss of an arm	18 Dec.	1781	£400	0	0
	Vice-Admirals.					
Sir Richard Grindall ..	Wounds	2 Feb.	1796	400	0	0
Sir Thomas B. Thompson	Do. and loss of a leg	24 Jan.	1799	700	0	0
Sir Charles Tyler......	Wounds	29 April	1806	400	0	0
	Rear-Admirals.					
William Duddingstone	Wounds.................	8 Feb.	1773	300	0	0
Frank Sotheron	Do....................	—	1796	300	0	0
Sir Thoˢ Fraˢ Fremantle	Do.	12 Dec.	1797	300	0	0
Samuel Hood Linzee ..	Do.	24 Aug.	1814	300	0	0
	Captains.					
Sir Michˡ Seymour	For the loss of an arm	31 July	1794	300	0	0
Isaac Woolley.... ...	Wound	14 Jan.	1795	250	0	0
Alexander Robᵗ Kerr..	Do.	9 May	—	250	0	0
Henry Hill	Do.	17 June	1796	250	0	0
George Bowen........	Do.	16 —	1797	250	0	0
David Colby	Loss of an arm	21 March	1799	300	0	0
Francis Douglas	Do....................	28 June	—	250	0	0
William Hellard	Wound	14 May	1800	250	0	0
Gustavus Stupart......	Do.	1 July	—	250	0	0
Francis Beaufort	Do.	25 Nov.	1801	250	0	0
Edward Sneyd Clay ..	Do.	10 Aug.	1804	250	0	0
John Richard Lumley..	Loss of a leg	5 Jan.	1805	300	0	0
Peter Fisher..........	Wounds................	2 April	1806	250	0	0
John Pascoe	Do.	18 June	—	250	0	0
John Strutt Peyton	Loss of an arm	14 Nov.	1807	300	0	0
Villiers F. Hatton	Do....................	26 Dec.	1808	300	0	0
Manley H. Dixon	Wounds	21 Aug.	1809	250	0	0
George Scott	Wound	4 Nov.	—	250	0	0
Robert Forbes	Loss of an eye	25 —	—	250	0	0
Sir Thomas Staines	Wounds.................	— —	—	300	0	0
Wilson Rathborne	Loss of an eye	19 May	1810	300	0	0
Sir Jahl. Brenton......	Wounds.............. .	13 Feb.	1811	300	0	0
Samuel Deckar	Do....................	16 March	—	250	0	0
Nesbitt J. Willoughby	Loss of an eye...........	4 Oct.	—	550	0	0
Edward Stopford......	Wounds	19 Feb.	1812	300	0	0
Sir Jas. Alex. Gordon..	Loss of a leg	31 July	—	300	0	0
Edward Saurin	Do. an arm	24 Feb.	1813	300	0	0
Sir George R. Collier ..	Wounds................	25 April	1814	300	0	0

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* The pensions granted to the officers of the royal navy and marines, have been augmented from the 1st of July, 1815, according to the rank each officer now holds in his Majesty's service, agreeably to an order in council, dated the 27th November, 1815.

Officers' Names and Rank.	*On what Occasion granted.*	*Date of Order.*		*SUM.*		
William Woolridge	Do.	25 April	1814	£250	0	0
Watkins O. Pell	Loss of a leg	26 Sept.	—	250	0	0
Matthew Forster	Wounds	12 Nov.	—	250	0	0
Jos. Needham Taylor	Do.	12 —	—	250	0	0
Thomas Usher	Do.	19 Dec.	—	250	0	0
Edward Flinn	Do.	16 Feb.	1815	250	0	0
John M. Hanchett	Do.	28 —	—	250	0	0
John Phillimore	Do.	12 May	—	250	0	0
Keneth M'Kenzie	Do.	10 June	—	250	0	0
William H. Mulcaster	Do.	27 —	—	800	0	0
Francis B. Spilsbury	Do.	4 Nov.	—	250	0	0

Commanders.

George Luke	Wound	5 March	1794	150	0	0
John Douglas (2d)	Do.	30 Jan.	1800	150	0	0
Joshua Johnson	Loss of an arm	19 Oct.	1801	200	0	0
Joshua Knushaw	Wound	5 —	1802	200	0	0
Thomas Cole	Loss of a leg	9 Jan.	1805	200	0	0
Jas. W. Gabriel	Wound	13 Feb.	—	150	0	0
James Grant	Do.	23 Jan.	1806	150	0	0
Jas. H. Garretty	Loss of an arm	5 Feb.	—	200	0	0
Wm. Coote	Loss of sight	22 May	1807	400	0	0
Henry N. Rowe	Loss of a leg	11 Jan.	1808	200	0	0
John Ross	Wound	11 May	—	150	0	0
Edward S. Cotgrave	Loss of an eye	8 Oct.	—	200	0	0
Robert H. Barclay	Loss of an arm and wounds	18 Feb.	1809	400	0	0
Wm. Jas. Hughes	Wounds	15 May	—	150	0	0
Benjamin Warburton	Loss of the use of his limbs by a fall	20 April	1810	150	0	0
Thomas A. Edwards	Wounds	16 March	1811	150	0	0
A. B. Branch	Loss of a leg	12 Nov.	—	200	0	0
W. C. Dalyell	Wounds	11 Sept.	—	150	0	0
W. B. Dashwood	Loss of an arm	31 July	1812	91	5	0
Richard Moorman	Wounds	24 Feb.	1813	150	0	0
Abel W. Thomas	Do.	9 June	—	150	0	0
Pasco Dunn	Do.	4 Aug.	—	150	0	0
Thomas Warrand	Do.	22 Sept.	—	150	0	0
Abraham Mills Hawkins	Do.	....	....	150	0	0
Henry Taylor	Do.	2 Dec.	—	150	0	0
Aaron Tozer	Do.	15 June	1814	150	0	0
Joseph Bazalgette	Do.	12 Nov.	—	150	0	0
Thomas Dickinson	Do.	19 Dec.	—	150	0	0
Richard Croker	Do.	....	....	150	0	0
Rose H. Fuller	Do.	28 Feb.	1815	150	0	0
Henry Bourne	Do.	....	....	150	0	0

Lieutenants.

Richard Kempe	Wounds	23 July	1763	91	5	0
Joseph Ellison	Loss of an arm	6 Jan.	1781	91	5	0
Samuel Arden	Do	7 May	1782	91	5	0
David M'Dowall Grant	Do.	28 Jan.	1783	91	5	0

Officers' Names and Rank.	*On what Occasion granted.*	*Date of Order.*		*SUM.*		
Thomas Williams	Loss of a leg	19 Dec.	1783	£45	12	6
Obadiah Newell	Wounds	27 June	1792	91	5	0
Thomas Chambers	Do.	11 Aug.	—	91	5	0
Geo. Robinson	Loss of a leg	31 Jan.	1796	91	5	0
George Keener	Loss of an arm	4 July	1798	91	5	0
Frederick Bedford	Loss of a leg	19 Dec.	1801	91	5	0
Jeremiah Skelton	Wounds	24 April	1803	91	5	0
Francis Collins	Do.	25 July	1804	45	12	6
John A. Hodgskin	Wound	28 Jan.	1805	91	5	0
Charles Patriarch	Wounds	9 Aug.	1806	91	5	0
John Ireland	Do.	5 Jan.	1807	45	12	6
Thomas Carmalt	Do.	2 May	—	45	12	6
John Langdon	Loss of a leg	22 Aug.	—	91	5	0
Daniel Harrington	Wounds	19 Oct.	—	91	5	0
Wm. Dredge	Do.	26 May	1808	91	5	0
Edmund Milner	Do.	....	....	91	5	0
Richard D. Pritchard	Do.	5 July	—	91	5	0
John Edw. Cawkitt	Do.	3 Sept.	—	91	5	0
Richard Gittins	Do.	28 April	1809	91	5	0
James Lamont	Do.	29 July	—	91	5	0
James Fitzmaurice	Do.	24 Oct.	—	91	5	0
Charles Royer	Do.	4 Nov.	—	45	12	6
William Atkins	Do.	20 Jan.	1810	91	5	0
John Jones (3)	Do.	11 Aug.	—	91	5	0
Edward K. Foley	Hurts received from a fall	19 Feb.	—	91	5	0
George M'Pherson	Wounds	22 Aug.	1811	45	12	6
George Forder	Do.	12 Nov.	—	91	5	0
Wm. Watson	Do.	13 April	1812	91	5	0
Thomas Eborall	Do.	24 -	—	91	5	0
Charles Hammond	Do.	15 Aug.	—	45	12	6
Joseph Arnold	Do.	22 July	1813	91	5	0
Richard Chissell	Do.	22 Sept.	—	91	5	0
Hopewell H. Budd	Do.	5 Nov.	—	91	5	0
Thomas J. P. Masters	Do.	13 —	—	91	5	0
Michael Dwyer	Do.	25 April	1814	91	5	0
Curtis Reid	Do.	....	....	91	5	0
Bassett J. Loveless	Loss of an arm	15 Aug.	—	91	5	0
John H. Sanders	Loss of an eye	....	....	91	5	0
William Oldrey	Wounds	26 Sept.	—	91	5	0
Thomas Read	Do.	....	....	91	5	0
George M'Millan	Loss of a leg	28 Feb.	1815	91	5	0
Patrick Wallis	Wounds	20 —	—	91	5	0
William Savage	Do.	1 July	—	91	5	0
George Thomas (2)	Do.	13 —	—	91	5	0
James Grant Stuart	Loss of sight	8 Aug.	—	182	10	0
John Hackett	Loss of an arm, and wounds	23 Oct.	—	182	10	0
Thomas Whaley	Wounds	....	....	91	5	0
George Bignell	Do.	25 —	—	91	5	0
Sampson Marshall	Do.	4 Nov.	—	91	5	0
John Ottley	Do.	30 —	—	91	5	0

NAVAL ANECDOTE OF THE PRINCESS CHARLOTTE.

Not long before her Royal Highness left Weymouth, being at sea in her yacht, the Leviathan, of 74 guns, sailing near, brought to, fired a salute to the Royal Standard flying, and soon after, Captain Nixon, who commanded her, rowed on board the yacht, to pay his respects to the Princess. Her Royal Highness received him on deck, and after the usual ceremonies, she said, "Captain Nixon, your's seems a very fine ship of war, I should like much to go on board her." The Bishop of Exeter, standing by, asked whether she thought her Illustrious Father might not probably disapprove of her thus passing in an open boat through a rough sea: the immediate answer to this was—"Queen Elizabeth took great delight in her navy, and was not afraid to go on board a man of war in an open boat; then why should I? Pray Captain Nixon, have the goodness to receive me in your barge, and let me be rowed on board the Leviathan, for I am not only desirous, but determined to inspect her." The necessary preparations were made, and her Royal Highness passed down into Captain Nixon's barge, followed by her two ladies in attendance, and the Bishop of Exeter; and coming alongside the Leviathan, the yards were manned, and a chair of state let down. The Princess desired it to be re hoisted, saying, "I prefer going up in the manner that a seaman does; you, Captain Nixon, will kindly follow me, taking care of my clothes; and, when I am on deck, the chair may be let down for the other Ladies, and the Bishop." No sooner said than done; as her Royal Highness ascended with the facility that astonished the whole delighted crew. The Royal Suite being upon deck, the ship's officers were severally introduced. Her Royal Highness expressed great surprise at the space and strength of the ship, and remarked—"Well might such noble structures be called the '*Wooden Walls* of Old England!" She now told Captain Nixon, that she would not be satisfied with an introduction to his state cabin, as she was very anxious to see every part of his ship between decks, and even below. Accordingly, he accompanied her Royal Highness down, when she inspected every berth, cockpit, powder-magazine, store-holds, &c. and, on her return upon deck, gave her thanks to Captain Nixon and attendant officers in the most gracious terms, assuring them, that they had afforded an exhibition of more interest to her mind than any she had hitherto beheld. The Princess having presented a purse to Captain N. desiring him to apply it for the crew, as a token of her respect for them, descended down the ship's side as she rose, under a royal salute, and the more gratifying cheers of the loyal and hearty crew of a British man of war!

FAILURE OF THE BUCCANEERS AND LOSS OF THE BROOM FIRE-SHIP.

The following political *jeu-d'esprit* lately appeared in the *Courier*, under the above head.

"It is with the liveliest satisfaction that we announce to the public the failure of the above enterprise, and the total destruction of the *Broom* fire-ship, in an action in St. Stephen's Bay, during the night of Wednesday the 20th instant. This Buccaneer expedition was destined for a *coup-de-main* against the royal arsenals in Treasury harbour, which they intended to plunder and burn, if they could not keep permanent possession of them. Up to the above-mentioned day the fleet had proceeded with apparent success, under the command of the *Ponsonby* flag-ship, an old sheer-hulk fitted up for the occasion; it consisted principally of the *Tierney* hired trader; the *Wynne* armed *en flute;* the *Monk*, a north-country collier; the *Milton*, a heavy lugger; the *Curwen* tender; the *Broom* fire-ship; the *Gordon*, bum-boat; accompanied by some other *Small-craft.* On Monday, the 18th, they had gained a considerable advantage over a squadron of revenue cutters, led by the *Vansittart*, which they defeated in Property-road, by the assistance of a fleet of *country ships*, whom they decoyed to their aid by hoisting false colours. The *Vansittart*, however, we are happy to say, was not much damaged by the action; and, though driven to Straits for the moment, will soon be refitted in London docks. This partial success seems to have emboldened the Buccaneers, and in some degree to have hastened their defeat, by relaxing the discipline of the squadron. They began to disregard the signals of the *Ponsonby*, and many quarrels arose about the future distribution of their captured booty. On the evening of the 20th, as they were standing on, under easy sail, the *Methuen*, an empty vessel, leading the way, the *Broom* fire-ship, insisted upon running in to blow up Fort-Regent; the *Ponsonby* flag-ship remonstrated against the attempt, alleging that they should only lose time by it; that the defenses of Fort-Regent were strong, and they were sure of being repulsed; that it would create an alarm, and raise the *country people* against them; and that it would be better to wait till they had got possession of Treasury-harbour, and then they might demolish Fort-Regent at their leisure. The *Broom*, however, relying on her store of combustibles, and particularly the quantity of brimstone she had taken on board, disobeyed orders, and setting all sail, stood right in under Fort Regent, blazing away on all sides. It was soon observed, however, that her fire was ill directed, and that more of her shot hit her friends than the fort; and the rest of the fleet therefore hauled off and stood aloof from her, contenting themselves with cheering her as she bore down in her attack. The mistake made by the *Broom* now became manifest; a tremendous cannonade was opened upon her; she tried to manœuvre to get out again, but failed; she missed stays, and mismanaged her *Royals*, and she was soon so dreadfully cut up, that she lay like a log upon the water. At this time a fresh fire was opened upon her flank by the mortella tower on the Banks, supported by a detachment from the Saints, and this completely silenced her. The night was now so far advanced, as to put an end to the engagement. The *Broom* was seen *lying* in a pitiable condition. Her friends, however, determined to make an attempt to get her off, and about five in the afternoon, the *Ponsonby* sheer-hulk, and the *Tierney* hired trader, accompanied by the *Bennett* convict-ship, and the *Gordon* bum-boat, came down into St. Stephen's bay, in order to try to tow her out. The *Broom*, however, would not answer the helm, was found quite unmanageable, and although she seemed to float for a moment, yet a well-directed fire which was instantly poured into her from the *Castle-ray*, laid her upon her beam-ends again, what has now become of her we have no means of guessing; whether they will attempt to get her under way with a *jury* rigging, or appropriate her for the *Press*, we know not. It seems certain that all the captains of the other ships would object to her ever being again brought forward in the line of battle."

ADMIRAL LORD ANSON.

WHEN that Naval Lord retired to his seat at Shuckborough, in Staffordshire, he built a *Temple* to the WINDS; upon which one of his friends wrote as follows :—

Epigram.

Well to the Winds, may he this fane afford,
Whom their propitious breath has made a Lord!
From prosp'rous Winds, since prosp'rous fortune rose,
This fane is rais'd to every Wind that blows.

COMPLAISANCE.

A SHIP-MASTER was lately called out of a coffee-house at Wapping by a waterman, with the following address :—" An't please your honour, the *tide is waiting for you*."

REPORT OF THE SECRETARY OF THE AMERICAN NAVY TO THE SENATE, RELATIVE TO THE GRADUAL AND PERMANENT INCREASE OF THE NAVY.

THE importance of a permanent naval establishment appears to be sanctioned by the voice of the nation; and I have a satisfaction in stating, that the means of its gradual increase are completely within the reach of our national resources, independently of any foreign country. The materials for building and equipping ships of war are all at command. Steps have been taken to ascertain the best growth and quantities of timber for naval construction, preparatory to contracts and purchase. The want of a mould loft, for the naval constructor, to lay out the moulds by which the timber is to be cut and shaped previously to transportation, has delayed the completion of arrangements for an adequate supply. A building has been erected at the navy yard in this city for that purpose, and will soon be finished, when the business will progress.

Cannon founderies, manufactories of sheet copper, cordage, canvas, and the mechanical branches, are in a state to furnish the several supplies which may be required.

The commerce of the United States, increasing with the resources and population of the country, will require a commensurate protection, which a navy alone can afford; and the experience derived from the active and vigorous employment of a *limited navy* during the period of the late war, has demonstrated its efficient utility.

I do, therefore, with confidence, recommend an annual increase of our navy, of one ship of the rate of 74 guns; two frigates of the first class, rated at 44 guns; and two sloops of war, which can be built with the surplusage of smaller timber, and with a great saving in that material.

The act to increase the navy, passed Jan. 3, 1813, authorising the building of "four ships, to rate not less than 74 guns; and six frigates, to rate 44 guns each." This act has been partly carried into effect, by building three ships of the rate of 74 guns, and three frigates of 44 guns, in the Atlantic ports; the residue of the appropriation under that act was applied to the building of large ships and frigates on Lake Ontario.

The concentration of our navy in one or two of the principal ports of the United States, where the depth of water is sufficient for the convenient ingress and egress of the larger vessels, will necessarily lead to the enlargement of the navy yards at such places, with docks for repairs, and the collection of all important materials for the armament and equipment of the different classes of vessels, in order to bring them into active service, upon any emergency, with the advantage of combined force.

A general system for the gradual and permanent increase of the navy, combining all the various objects connected with an enlarged naval establishment; such as building docks, and extending the accommodation of navy yards and arsenals of general deposit, will form the subject of a more extensive report, to be laid before Congress during the present Session.

Washington, Dec. 18.—We have heard and believe, though the proceedings thereon have not been disclosed, that the Commercial Treaty with Great Britain received the necessary consent of the Senate on Tuesday, by an almost unanimous vote.

His Excellency the Chevalier De Onis, Envoy Extraordinary and Minister Plenipotentiary of his Catholic Majesty, Ferdinand VII. near the United States, presented yesterday his credentials to the President, and was received in that capacity.

The Chevalier, we understand, addressed the President in the following terms:—

"Mr. President—The King, my master, Ferdinand VII. actuated by the most sincere wishes of re-establishing the mutual relations of a perfect harmony and generous friendship subsisting between Spain and the United States; and deeply affected with the sense of the evils occasioned to both countries, by the interruption of that fair and liberal correspondence which his Catholic Majesty, from the first moment of his exaltation to the throne, so cheerfully intended to carry on and strengthen with this confederation, has just sent me the credentials I have the honour to present to your Excellency, by which his Majesty accredits me as his Envoy Extraordinary and Minister Plenipotentiary near this Republic. I will think myself happy if, by fulfilling the orders of the King, my master, directed to the said object, I obtain the confidence of this government, and can contribute to banish for the future every shadow of misunderstanding between two nations, who, as well by their situation as by their political and commercial interests, ought to be perpetually united by the ties of the most sincere friendship. My personal sentiments, and the admiration I entertain of the virtues of the American people, are new titles by which I am pledged to employ all my zeal to the mutual happiness of both nations;

and if assisted, as I hope I shall be, by your Excellency's wisdom and friendly dispositions, I cannot but anticipate the most happy issue to my mission.

PRODUCE OF THE REVENUE.

THE following is an abstract of the net produce of the Revenue, in the years ending 5th January, 1815, and 5th January, 1816; and also, the total produce of the Consolidated Fund, the Annual Duties, and the War Taxes:—

	Year ending Jan 5, 1815.	*Year ending Jan.* 5, 1816.
Customs	£ 4,938,299	£ 4,891,478
Excise	18,311,172	19,351,956
Stamps	4,593,573	5,865,413
Post-Office	1,450,000	1,548,000
Assessed Taxes	6,411,671	6,214,987
Land Taxes	1,129,223	1,079,993
Miscellaneous	417,246	366,867
Total Consolidated Fund	38,256,184	39,318,694
Annual Duties to pay off Bills.		
Customs	2,618,001	2,469,144
Excise	479,898	595,950
Land-Tax on Offices	------	16
Total Annual Duties	3,097,899	3,065,110
Permanent and Annual Duties	41,354,083	42,383,804
War Taxes.		
Customs	3,503,024	3,126,900
Excise	6,354,541	6,614,526
Property	14,218,333	14,318,572
Total War Taxes	24,075,898	24,059,998
Total Net Revenue	65,429,981	66,443,802

The Irish and Portuguese payments for the interests on their respective debts, payable in England, are excluded from this statement; and the war taxes appropriated to the interest of the loans charged on them, are not included in the Consolidated Fund, but under the head of war taxes.

The amount of the real or declared value of British and Irish produce and manufactures, exported from Great Britain in the three quarters ending the 10th October, 1814, was 37,161,294*l.* and for 1815, 42,425,357*l.*

The official value of foreign and colonial merchandise, exported from Great Britain in the three quarters ending 10th Oct. 1814 and 1815, respectively, amounted in the former period to 14,623,960*l.* and in the latter to 13,239,818*l.*

GOVERNORS OF GREENWICH HOSPITAL.

(*From a Return presented to Parliament.*)

A LIST of all Masters or Governors of Greenwich Hospital, since its establishment, with the dates of their respective appointments, distinguishing naval persons so appointed:—

Date of Appointment.	*Name.*	*Naval Rank.*
23 April, 1708	Sir William Gifford, Knt.	Captain.
6 November, 1714	Matthew Aylmer	Admiral.
26 November, 1720	Sir John Jennings	Admiral.
19 March, 1743-4	John Balchin	Admiral.
26 March, 1746	Lord Archd. Hamilton	Admiral.
21 May, 1754	Isaac Townsend	Admiral.
3 December, 1765	Sir G. B. Rodney, Bart.	Vice-Admiral.
6 February, 1771	Francis Holburne	Admiral.
23 September, 1771	Sir Charles Hardy, Knt.	Admiral.
10 August, 1780	Sir Hugh Palliser, Bart.	Vice-Admiral.
13 April, 1796	Viscount Hood	Admiral.
11 March, 1816	Sir John Colpoys, G. C. B.	Admiral.

John Dyer,
Secretary.

EXTENSIVE EARTHQUAKE.

AT Setuval or St. Ubes, on the 1st March, was felt an unusually long shock of an earthquake, at ten minutes before one A.M. which lasted for more than two minutes, and about six A.M. another much shorter; but no damage was done to the shipping; it continued very bad weather to the 8th, and no ships arrived or sailed. There was a shock at Madeira on the 2d, which lasted from three to five minutes, threw down the cross of one of the churches, rent its walls, and damaged other churches and houses throughout the island: an American ship arrived there on the 5th, the master of which stated, that he felt the shock on the 2d, between twelve and one A.M. the Azores distant about 300, and Madeira 700, miles.—The Claudine, arrived in the Downs from Batavia, felt the shock of an earthquake on the 10th at 45 minutes past eight P.M. off St. Michael's, which lasted four or five seconds, and the sea broke over her so violently they were obliged to throw part of her cargo overboard: she had experienced very tempestuous weather, with constant lightning, the day before.

OF the earthquake mentioned in our N. C.* the country journals furnish the following further particulars:—"On Sunday, the 17th March, 23 minutes before one o'clock (true time) a slight shock of an earthquake was felt in Derby and neighbourhood. The shock was of very short duration;

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* *Vide* page 211.

but sufficiently long to leave no doubt on the mind as to the reality of the phenomenon. We have not heard that it has caused any injury, except the slight alarm that it occasioned for the moment to those who felt it. It was accompanied by a noise similar to that of a rising tempest, and caused the windows to shake violently, and the doors that were ajar to move. A glass lustre, which hung in a gentleman's breakfast-room in that town, was put in motion; and the chairs and tables were very perceptibly shaken. At Shipley-hall it caused the bells to ring; and the body of a mangle, in one of the upper rooms, moved on its rollers several feet. It was also perceived in the churches of All Saints and St. Peter, in Derby, and caused in the latter place a piece of plaster to fall from the roof into the body of the church. We have not been able to ascertain the extent to which the shock was felt, but, as far as we have already learnt, it extended about twenty miles east and west of Derby, and appeared to proceed in a direct line from north to south. The recent experience of this dreadful phenomenon in various quarters of the earth, as well in Spain, Portugal, and Madeira, as at sea, when considered with this shock in the North of England, seems worthy of the best attention of men of science. The activity and extensive connexion of subterraneous fires must have been, as it probably now is, very great.

CORRESPONDENCE.

WHITE SLAVERY.

"Disguise thyself as thou wilt, still Slavery! still thou art a bitter draught; and though thousands in all ages have been made to drink of thee, thou art no less bitter on that account."—STERNE.

MR. EDITOR, *Dover, 26th March.*

PERCEIVING that the AFRICAN INSTITUTION is about to hold its annual meeting, the object of which must powerfully interest every humane mind, I have been led to some reflections on a cause nearly allied unto it, although, in one sense indeed, of a varied *complexion*:—I mean *White* Slavery on the northern coast of Africa, the prodigious evils of which have recently been brought before the public, by Admiral Sir SIDNEY SMITH, in a shape which promises at length, I trust, a ground of hope for something like ultimate redress. You have already testified a most exemplary interest in the subject, and will easily understand me to allude to "*The Anti-Barbaric Institution, established on the Continent, for the Abolition of the **White** Slave Trade in northern Africa.*" I venture to seize this moment for suggesting to the friends of the abolition of *black* slavery in that quarter of the globe, the claims of the *white* captives—of civilized Europeans, perchance of English, at this moment enduring a servitude as much more galling and ignominious than the poor African, as the feelings of the former are more acute in proportion to his cultivation, and the superior blessings of his former state in the bosom of polished society, and possibly of elegant life.

A very few remarks may suffice to point out to the friends of MAN, the gigantic enormities which are perpetrating under that desperate system of piracy, still tolerated by the Christian Powers, which is inflicting unexampled sufferings on thousands—thousands did I say? Nay, tens of thousands of hapless and helpless victims.[*]—The depredations of those merciless marauders on the coasts of Italy, &c. have of late been daring and multiplied beyond the common measure of atrocity; as though the æra which has given repose to afflicted humanity all over the world, had by them been chosen for a singular exhibition of contemptuous barbarity: a moment's reflection on the mode of warfare practised by the Barbary pirates,[†] must impress every man with instant conviction of the horrors which I am desirous of bringing under the notice of the DUKE of GLOUCESTER, Mr. STEPHEN, Mr. WILBERFORCE, Mr. BROUGHAM, and the other Members of the African Institution. Those African desperados, it is well known, make their captives either from vessels navigating the Mediterranean, or by predatory descents on the circumjacent coasts. Their attack is sudden and tremendous. Harmless passengers of all ranks, and poor traders in pursuit of lawful traffic, are overwhelmed in an instant by these sanguinary corsairs, and are doomed to a fate which makes humanity shudder. Whole families of the middling and even higher degrees of life are, at other times, surprized in the midst of sleep or security in their dwellings, by a host of these banditti landed on their shores, and are hurried away to the same relentless destiny. To say nothing of the savage insolence of treatment in the first instances, the lot reserved for them on reaching the scene of captivity beggars all description of human wretchedness.—The females are consigned unto the bitterest of all portions—the gratification of lawless lust in the *harems* of their captors: the men, chained together, and scarcely covered by a coarse garment, are degraded to the condition and occupation of Slaves—employed from morn till night in every species of drudgery the most severe;—some in laboring at the fortifications or public works;—others carrying burdens, or performing offices the most humiliating; and all this frequently under a scorching sun, with scanty food of the worst description, and subject to the wanton rule of task-masters not only without mercy, but even taking pleasure in the sufferings of their captives. The price demanded for the ransom of a slave being always exorbitant, and the difficulty of communicating with relatives extreme, it follows that the greater number of the white slaves are doomed to pass the rest of their existence in this deplorable and unmitigated bondage.

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[*] The subjoined letter, extracted from a German journal, contains some recent instances of audacity on the part of the Barbaric pirates:—

Rome, March 19.—We have here the following account from Civita-Vecchia, March 1: —" While a convoy of vessels was taking advantage of the favourable weather to sail from the Tiber to Civita-Vecchia, and another was going to sail from here to the Tiber, there appeared off Palo and St. Severa a large Tunisian *xebec*, which put out two boats, and eagerly pursued them with the nearest vessels. These spread all their sail and escaped; some of them sought protection under the tower of St. Severa on the coast. The pirate's boats boldly pursued these, notwithstanding the fire from the tower. The crews landed and fled into the tower, where a great many peasants from the neighbourhood were also assembled. Besides the arms of the little garrison, there were thirty muskets in the tower, which were distributed among the fugitives. The musulmans approached with uncommon boldness, and had already taken possession of two of the vessels, when the brisk fire from the tower compelled the two boats, which were towing away their booty, to let it go, and retire with loss to their *xebec*, which sailed away the following night. On the thirteenth, two Barbary pirates appeared off Fiumara, and captured, near Porto D'Anzio, a Neapolitan *pasanzella*, coming from Civita-Vecchia, and afterwards a Sicilian vessel laden with wine, bound for Rome; the crew of which, however, escaped to this place in their boats. We have daily pirates in sight, by which the navigation is almost wholly stopped. The coast-towers are not strong enough to protect the vessels from attack."—(ED. 𝔐. ℭ)

[†] " It is quite an enigma that, with so small a naval force as these scoundrels have, and so ill managed as their corsairs are, they should be the terror of the seas, and the desolation of the neighbouring countries. While christian nations are making long and destructive wars against each other for trivial objects, often from mere rivalship and ambition, they allow these perpetual enemies of the civilized world, to trample on every right and the laws of nations—to destroy commerce—to annihilate the mutual exchange of benefits deriving from the intercourse of one kingdom with another—to give to war an atrocious aspect; and they suffer that the inhabitants of civilized Europe should become the slave of a Mohametan and a barbarian! Oh shame, shame on her who styles herself Queen of the Seas! Europe expects from England security of navigation, and England owes it to her high character to obtain it. We should never cease to call aloud for war against the African monsters, for a war of expulsion from the coast against the ferocious pirates of Barbary!"—(*Robinson Crusoe*. Academic edition, 1815: Appendix, p. 521.)

Perdete ogni speranza voi ch'intrate!

It is presumed, then, that great and indisputable as are the sufferings of the *Blacks*, under the mercenary despotism of whites in America, they are if possible exceeded by the more refined sufferings of the *White* slaves at Tunis and Algier. The native condition, indeed, of the former in their own country, precludes the possibility of much the bitterest part of the evil endured by the latter—the evil of their actual ignominy contrasted with the privileges of their antecedent state. This infuses a gall in their cup which discriminates it from others. The man whom education had elevated unto the finest feelings of our nature—whom society had polished—perhaps rank had distinguished, and respect attended: to imagine this person stripped on a sudden of every natural and acquired right—hurried amongst barbarians on the African coast—fastened by the same chain with the meanest classes—dressed in their disgraceful garb—toiling in their servile tasks; and, above all, compelled to endure their vulgar disgusting manners and conversation—and all this without a prospect of either end or alleviation of the misery. Such a degradation, so absolute and complete, doth surely involve a measure of mental and bodily suffering which is without parallel, and no where to be found but in the SLAVERY of WHITE Men in Barbary.

I venture to appeal, then, in behalf of so much misery, to those honorable and worthy persons who so laudably interest themselves in the *African Institution.* It is respectfully submitted, that this is a subject for their congenial sympathy: that it accords well with that benevolence which has done so much towards the abolition of *black* slavery in the interior of Africa, to devote some consideration to the still more poignant sufferings of 40,000 white men on the same soil, dragging out a wearisome existence in the most wretched thraldom. The philanthropy of the day, however engrossed by the pity justly due to heathen miseries, will not I persuade myself disdain to cast a look of mercy on *Christian* captives doomed at least to equal wretchedness, whose groans have perhaps hitherto been drowned amidst a multiplicity of rival sorrows, and more notorious but not more real or more aggravated evil.

Adam.

* * *

MR. EDITOR, **15*th February*, 1816.**

THE Speech of the American President, on meeting Congress, is, I am happy to observe, of a very moderate and pacific nature towards this country; and the ratification of a commercial treaty leaves little doubt that it will henceforth be the study, as it certainly will be the interest, of both nations, not only to continue on an amicable footing, but to strengthen and cement the ties of friendship, by a cordial and reciprocal desire of avoiding disputes, and redressing grievances *speedily,* when they do unfortunately occur. I advert particularly to the facility which has long and is still afforded to British seamen and soldiers, of deserting to the United States; and the unjust and hostile principles on which that country has hitherto acted, in not only withholding such deserters, but often of encouraging and assisting them in making their escape from our men of war and merchantmen. If America is *really serious* in wishing for peace with this country, she *must* redress these grievances, and put a stop to them in future; and from the manner in which this important subject is introduced in Mr. Maddison's Speech, I am hopeful this will be done; he clearly intimates his conviction of the propriety of employing Americans only in their ships; and if this expression—*Americans*—means only people born or resident for fifteen years in the States, *then* will these grievances be redressed effectually.

On our part, also, we must be on our guard to avoid all hostile acts towards America, and in future to impress no American seamen on board our ships of war; at present there is no chance of this occurring, as, except on foreign stations, no impressment is permitted in our service; and I sincerely hope the time is at hand, when this barbarous and cruel practice will be abandoned *for ever.*

I confess, however, the unwillingness of our seamen to re-enter the King's service; and the backwardness of government to offer bounties, to pay ships on foreign stations more frequently or regularly, or to enter them for a more limited number of years. When I look to all this, and observe the seeming apathy of government, I am much afraid, that however desirable (and now the Slave Trade is abolished, there is no other subject so interesting to the humanity of the British people), we are not yet arrived at that happy time when press-gangs may be dismissed for ever. To the seamen of this country, and to a free people, there is nothing so horrible as these *ruffianly*, *heartless* men: and those who have *witnessed* their proceedings, must pronounce them unworthy of a great or free country; but, until we pursue such measures as to enable us to raise seamen without their cruel assistance, when the clarion trumpet of war sounds again, they must of course be again employed; but it is undoubtedly deserving the best consideration of our naval administration, whether this system cannot be altered, and a time of peace is surely the proper season to introduce the necessary improvements; it would indeed be highly gratifying to know it was to be *attempted*: I know many plans have been submitted to government for manning our fleets in a better manner, and more worthy of the land of the Ocean. Would to God they could be found effectual.

There are other subjects connected with the American President's Speech which I wish to call the attention of government to: in that country, I observe military and naval seminaries of education are to be immediately established; the former capable of containing *eight hundred* cadets, and the latter, which is the favorite establishment with the country, no doubt on an equally large scale. They are also taking the most active measures, as I mentioned in a former letter, for *annually* adding ships *of every class* to their navy. A first rate ship of the line, besides heavy frigates and sloops, are to be built every year; so that after a few years of peace, America will be able to send to sea a very powerful and well equipped fleet of line-of-battle ships. All these preparations deserve the attention of our naval administration; we have since the middle of last year sold off, or broke up, more than one hundred sail of men of war, which were no doubt worn out, and unserviceable; as, however, they are to be replaced, it is for the consideration of government whether the new ships ought now to be built on the old plan, which was proved so unequal to resist the superior force of the American ships; or, whether we ought not to prepare a description of vessels of well-seasoned oak and teak, wherewith our officers and men (whose bravery is, except where the odds are *very* great, irresistible) may teach *every foe*, that Britain still rules the main. These additional remarks, on the same subject, I send to you, having every reason to believe nothing of the kind suggested has yet been done or ordered. I shall be rejoiced however to hear I am mistaken. Assuredly our fir fifties, as **Boxer** * says, cannot last long, or stand a long-contested battle with American ships of equal force, without being torn to pieces, and destroying many men from splinters; it is oak and teak ships of this description, and of all large rates, that are so much wanted. The naval statement will soon perhaps be submitted to Parliament, and we may learn the intentions of government on this important subject. Before I conclude, I beg leave to say, how much I approve of the naval monument; but I also approve of Mr. Forbes's well-meant suggestions for improving the condition of naval officers, and obtaining for them promotion (that only *sure* spur to activity and zeal) in the same way as the army. I trust he will renew the subject with more effect. The expense of a monument ought to be as much *restricted* as possible, in these times of economy. But our navy must be cherished, our seamen *encouraged* and *employed*, our trade *protected* and *lightened*—(*it is overloaded*)—and our ships kept in good repair, if we would continue to be the admiration of the world, as the greatest commercial and naval power.

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* This writer has rendered a most essential service to the navy, by his able Synopsis; it proves the want of larger and better ships on our side.

Albion.

MR. EDITOR, *14th March,* 1816.

ON a late occasion, when Lord Castlereagh introduced a motion into the House of Commons, for the erection of a naval monument, to commemorate the glorious and unparalleled * victories of the British fleets, I recollect an honourable member of that House, not more distinguished for his great opulence, than his unbounded generosity and liberality, took that opportunity of stating his surprise, that nothing had hitherto been done to put the two services of the army and navy on a complete footing of equality; instancing several marked distinctions, and particularly pointing out the hardships of the cases of *old* lieutenants of the navy, who, after many years of hard and unremitted service, were left to linger out the residue of their lives in obscurity and poverty, solely because they had *no interest.*

In a former letter, I noticed the statement of the Hon. Gentleman (Mr. Forbes, member for Beverley), and as I think the answers of the Lords of the Admiralty were by no means quite satisfactory, shall now proceed to make a few observations on those answers, and at the same time point out what in my opinion still remains to be done, for this valuable class of officers (for I have had much pleasure in witnessing much being done of late for all ranks in the navy).

Mr. Forbes stated, that many excellent and most meritorious Lieutenants had not been promoted, whilst others, who had not been in the service when these gentlemen had attained their present rank, had succeeded, from great interest and connections, in being posted over the heads of their seniors, who still remained half-pay lieutenants; and he stated, that in the army this could not happen, as there an officer, who serves without impeachment of character, must, in his turn, obtain the next step. To this it was replied by Sir George Hope and Sir George Warrender, that *much* had been done for that class of officers, that many had been promoted from *actual* and *active* services, and that many hundred midshipmen, in fact all who had served their time, had been made lieutenants, or put into flag-ships, for the purpose of being promoted: this answer was in so far certainly satisfactory, but *not* entirely so.

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* Except by our brave armies under the Duke of Wellington.

There is no doubt that a great deal has been done for the *young* naval officers, and I only regret that their seniors should not have the same advantages; it is, however, undeniable, that this is not the case; and had Mr. F. been more thoroughly informed of all the circumstances of their hard case, well might he have re-stated the backwardness of the naval members * of that House, in asserting or advocating the claims, the *just* and *undeniable claims*, of these weather-beaten and less fortunate brother officers; the naval members of the House of Commons have very generally, on entering that House, *forgot* their suffering and friendless shipmates: this is too true to require illustration, and I only mention it to bring home to the hearts of the naval officers who have seats in Parliament, the delightful sensations which would certainly arise to them from undertaking the noble and generous task of supporting, on all occasions, the just claims and interests of their brother seamen, more particularly as they are seldom either unreasonable or ill-timed

Much, indeed, has been done for every class of officers; and many useful regulations have been undoubtedly introduced into the naval service of late years: giving the Board of Admiralty *every* credit for these, I would now beg leave to once more suggest the idea of a large naval retired list, and also a brevet promotion of commanders and lieutenants; the more especially, as we are soon to have a royal wedding, which will be a most appropriate time for carrying this into effect; but to render this promotion equally *serviceable* and *satisfactory*, the candidates (say commanders from 1796 to 1806, and lieutenants from 1796 to 1806) must be called on for memorials, stating their actual services, wounds, &c. &c. properly authenticated, before a selection can be made, comprising the most meritorious; and the distinction (if a retired list is carried into effect) at the same time made, of those who are fit for further service, and such as wish to go on the retired list; by such a plan, the claims of officers *without interest* would be fairly before the Board, and must meet at last with the promotion they still so anxiously aspire to. I am aware that almost every *first* lieutenant of line-of-battle ships and frigates, were promoted at the end of the war: this was *well*, it was doing *much;* but to do *full* justice, a complete scrutiny must be made, and the less fortunate *many*, who were then without present employ, the Board must also notice and make a selection from, and not a small one, because they have served meritoriously before, and perhaps repeatedly urged the offer of their services again, without being employed. I would therefore strongly urge on the B. of A. some such measure as now recommended, and I am quite satisfied that Board must be as fully aware as I am, of the *justice*, the *propriety*, and the *necessity*, of no longer condemning these brave, though friendless, men, so long the faithful defenders of their country, to *unmerited obscurity*, and a scanty pittance of half-pay, much enlarged, but still inferior to their wants. The approaching marriage of our future Queen will, I hope, be hailed as an excellent opportunity of bestowing promotion on the *two* classes of naval officers (commanders and lieutenants) according to their *times* and activity of their services, without any partiality or favor: to see this carried into effect, would give real pleasure to, Your's, &c.

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* Sir Charles Pole and two or three others are exceptions.

† Alluded to in former letters from NESTOR.

Nestor.

* * *

MR. EDITOR, March, 21st 1816.

WHEN reading in the NAVAL CHRONICLE for this month the memoir of Mr. Budge, I could not avoid noticing the strong, and I may add highly unwarrantable insinuations, which one would imagine are intended to be conveyed to your readers, against those who may have differed in opinion with Mr. Budge, and the advocates for a General Naval Establishment at Falmouth.

It must appear somewhat strange that any officer, and still more strange that an officer of celebrity, and so excellent (as even Mr. B's biographer allows the one to be) who "admitted Falmouth might do for frigates," should have been so inconsiderate and remiss in his duty to permit his ship to be *piloted as far as she could well go up that harbour, for the purpose of being ready to avail himself of the first fair wind that might blow.* Really, sir, this is so palpable it scarcely deserves notice; for although the pilot may appear to deserve the censure attached to such conduct, yet naval men do not require to be told it is the captain alone who is answerable for the conduct of his ship *even* with a pilot on board—besides, what *fore-thought* can a pilot use who is ignorant of what is required, or the object of a ship putting into port. Where then does this want of fore-thought rest? why clearly it must fall upon the commander of the ship. Mr. B.'s biographer goes on to state upon his *assumed* argument, that "had this ship been anchored in the outer road as she ought to have been under the circumstances of her detention, she would not have experienced any delay whatever." This is qualifying praises with a vengeance. Thus is a naval officer of the first talent and ability taught his duty by the biographer of Mr. B. How, or in what manner the *assumed* opinion of this officer was obtained (for it begins with an "*it is said*") I am at a loss to account, though it seems to me of little consequence. Now I can safely assert, this officer never gave such a reason as is assigned to him, for his disapproval of Falmouth as a naval station. The fact is, the ship he commanded, and the squadron of which she formed a part, went into that port *with a westerly wind in pursuance of orders for that purpose,* and *not* on account of an *easterly wind* as Mr. B.'s friend would insinuate. *Other orders* for the further proceedings of the ships composing this squadron were sent to Falmouth before its arrival, and this officer's ship was ordered to the eastward: these orders were not delivered until the ship had anchored in the position *it was intended she should refit in,* being as near as possible to the Hulks from whence she had to procure her supplies; *this was the reason* why she went so high up the harbour. How do the calumnious charges against this officer now stand, Mr. Editor? I trust in a very different point of view to that in which the biographer appears so desirous this should be seen. As to the merits of Falmouth harbour I am not inclined to call them in question; that is not my object: my wish is to do away the calumny and infamous aspersions so carefully endeavoured to be thrown on those who dissent against Mr. B.'s opinion. We have now before our eyes a man-of-war in perfect order and condition, capable of making every effort, with the wind more favourable than when she anchored (and such a wind as would enable the enemy to sail from Brest, as it had drawn round to the northward and westward about 3 P. M.) commanded by one of the first officers the naval service ever produced: yet notwithstanding all these favourable circumstances, this ship was unable to leave the port. If then such a ship could not get to sea, how was it to be expected any ship under repair, or in a less efficient state could sail in case of emergency? The biographer goes on to say, "had this officer *espoused* the cause for forming an establishment at Falmouth, he would have laughed at such an objection;" intimating thereby, that whether *right* or *wrong* he would have given his opinion in favour of it. Now, Sir, I cannot but consider this to have been Mr. B.'s case, as he and his biographer appear to have *espoused* its cause, otherwise they would at least have listened with attention to opinions founded upon *experience*—the best possible proof: nor would they have indulged in sentiments like the following—"The opinions of officers who have signalised themselves are certainly deserving of high consideration in matters where their experience can properly decide, and impartiallity is known to preside in the decision; but when a great aversion predominates, can a man decide impartially?" To such base calumny as the above, the whole course of the officer's life in question is so sufficient a refutation, that any argument from me would only injure it. The biographer does not rest here; he endeavours to attach the most odious of stigmas upon those who may differ with government as to the measures it adopts; in a sweeping clause he calls them *traitors*, and attributes to them one half of the *national debt*. That great virtues, splendid and distinguished talents, should be envied by those of little minds, is not at all to be wondered at. The most exalted and divine character that ever appeared upon earth could not escape the breath of calumny and detraction. True merit never detracts from others, it is conscious of its own value and requires no borrowed lustre. Where it meets with defects it is desirous to make those allowances (and which a truly noble and exalted mind is ever ready to make) mankind in general so much require. How often do we meet with the very reverse of this conduct in those who possess no merit of their own—those who we find most loud and boisterous in exposing the deficiencies of others, are in general most deficient of those virtues they would wish the world to believe others are not possessed of; and we frequently find persons guilty of the crimes they endeavour to attach to others, for the purpose of disguising their own proceedings.

I shall now take my leave of you, expressing my regret Mr. B.'s memoirs had not fallen into hands endowed with a little more Christian charity than his biographer appears to possess, as I cannot but consider the insinuations he uses, do his memory more harm than good. As to half the *national debt* being attributable to *treasonable* practices, I shall not attempt to dispute. In my mind there is no hesitation as to which is the most heinous treason; that of giving information to any enemy, or that of a wasteful and wanton destruction of the public resources; the former may be counteracted, but in the hour of need the other cannot: so that I agree with the biographer when he says, "some have had their names enrolled as patriots, who ought to have been branded with lasting infamy."

I am, your obedient servant,

H. C.

TO H. R. H. THE DUKE OF CLARENCE.

SIR,

WHEN the welfare of either officer or sailor is concerned, I hope that it is not in vain to address your Royal Highness in their behalf. No one can doubt that your Royal Highness, as well as this country, prizes the British navy, who have gloriously gained so many battles, unequalled in the history of the world. Under the pleasing reflection that the widows and orphans (who are now lamenting the death of their relatives), will not be neglected, allow me to call your attention to the case of the half-pay officer.

A peace, such as will render a great reduction in the navy necessary, and my object in addressing your Royal Highness, is to request you will bear in mind the hard fate of the half-pay officer, who, should he, through interest and good fortune, succeed in procuring a place under government, must forego that advantage, or relinquish his half-pay, he being obliged to swear, so often as he receives it, that "he has not any other place of profit, civil or military, under government." Thus even a salary of 150*l.* to a captain on half-pay, would cease to be an object to him, since forfeiting the half-pay would not leave a balance adequate to the labor and confinement attendant on an official situation.

The above is humbly submitted to your consideration: should the desired effect be the result, it will be some gratification to know, that permitting a half-pay officer to receive his half-pay, in addition to any small lucrative employment he may obtain, will not cause any additional burthen to the nation, as it will merely allow the half-pay officer, who has spent his time and fortune in the service of his country, to hold that situation which might be conferred on an individual, who, though possessing equal abilities, has not the same claim to protection.

I am, with all respect, Sir,

Your Royal Highness's dutiful servant,

Halfpayensis.

MR. EDITOR, *Hitchin, Herts, April* 16, 1816.

AFTER the conciliatory tone with which I addressed Albion in my last, I did not look for any continuation of the question between us. The observations I made on certain passages in his letter, in the N. C. for January, were temperately urged and as slightly passed over as possible, and all words of an irritating tendency studiously avoided;—I really felt much softened towards him, as he appeared convinced that he had the worst of it, and from the languid style of his reply to mine in the N. C. for January, as if he were disposed to lay aside his weapons; it would, therefore, have been unbecoming an Englishman to contend with a fallen enemy, and I accordingly tendered my hand to assist him up by making the amende honorable, and apologising for my having incorrectly suspected him of being an American. But, alas! it appears I did not know my antagonist; and little did I suspect, after such professions of a wish to terminate our paper war, I should hear from him again, and still less in so *lengthy* and warm a style;—in proportion as I sank my voice, he raised his: no doubt mightily encouraged by so able an assistant as appeared on the stage to back him. Evidently elated by this reinforcement, Albion warns me of the danger of engaging two adversaries at once; but if the two carry guns of so small a calibre as not to be equal to half a one, what should I fear? If there were one hundred such I should not be dismayed, unless they formed a more compact line, or one less disjointed. The only thing I should regret, would be the loss of time in answering them,—difficulty there would be none, as every letter carries its own defeat with it.

I shall take no notice of the asperity of certain passages to be met with, pretty thickly strewed, in my opponent's letter. I have never yet transgressed against the rules of decorum, which custom has made binding on this head, but have remained at much about the same degree of temperature with which I started; and I trust it is out of his power to induce me to injure my cause by becoming angry,—in this, I take it, I have a singular advantage; my reply shall be a short one. Albion has travelled much out of the record, and seems to avoid coming to close quarters with the leading arguments which I made use of in my last. He has attempted a fresh sally, which has only tended to render his position still more untenable. In his letter of the 10th of January, he accuses me of "carrying my defense of men and measures too far." In that of the 7th of March he contradicts that assertion by stating (in speaking of men and measures), "certainly not; he (I. C.) does not attempt to defend them,—he disclaims the imputation." Is not this contradiction?

After the above, he asks me if I think his position a bad one? I reply, that I do; and I think my last letter, and his reply to it (I know not which contributes most), prove it to be a bad one.

He then, poor man, seems bewildered, and condescends to ask me "what is his position?" I will give it in as few words as I can.

1st. The obnoxious passage I first noticed, Albion acknowledged was incorrect.

2dly. I asserted it was written in the Buonapartean style, and I produced an instance.

3dly. He is silent on the subject of, and is unable to prove his assertion respecting, Sir E. Pakenham's army.

4thly. It never yet obtained in argument to use evidence which can never be produced; *viz.*, Sir Edward Pakenham's thoughts.

5thly. I have proved that Albion contradicts himself.

6thly.* His statement that the Avon S.W. was sunk by the Wasp *in the Channel* is not correct, the action having been fought in latitude 47°. 35'. N. Longtitude 10°. 37'. W., being within a few miles as near Cape Ortegal as the Lizard! Nor have I *forgotten* when the Reindeer was taken and burnt; it happened on the 28th of June, 1814, in latitude 48°. 10'. N., longitude 11°. 0'. W. Captain Manners was killed.

7thly. Constantly harping upon the Amor Patriæ, although every letter shews his penchant for America. I will mention one instance of this fact: In one of his letters, dated between two and three years back, he has this expression; "with the exception of the capture of the Chesapeake and Argus, which nobly *sought* the combat." I must, Mr. Editor, request your attention to the above passage. What occasion was there in incidentally mentioning the taking of those two ships, thus to compliment them? Surely the term, "*sought* the combat," would best apply to the Shannon and Pelican; the former sent away the Tenedos for the express purpose of inducing the Chesapeake to come out, and the latter was sent by Admiral Thornborough to look for the Argus. I should have thought no Englishman could have mentioned these two actions without breaking out in a strain of admiration; and, instead of talking about the "*dashing spirit*" of our enemies, have pointed out to us the most prominent features of these two unparralleled and most brilliant performances. Perhaps I shall be told by Albion, that he gave them their share of praise in a former letter, so that what he gives with one hand he takes away with the other. If the Americans must be praised, for God's sake let it be only when they are the conquerors, not the conquered; and let us leave to some trans-atlantic pen the task of palliating their defects.

Albion triumphantly asks if I have proved my assertion, that his friend U. P. was too warm to argue. I refer him to my story of the bear, which will tell him, that it was brought into my mind by his friend instead of defending him, being so forgetful as to contradict him flatly. As to my "scanty reasoning," I have not yet shown such a paucity of ideas as to be under the necessity of taking a figure from my opponent; or, in other words, of being guilty of a species of plagiarism in taking my bear and making him dance to his tune. A very formidable personage is next introduced: for what purpose I know not; it was surely very unkind and thoughtless of Albion to transplant him from the warm latitude of Pandemonium to more than 50°. N.; I am afraid he took his quotation from some *American* edition, as it differs both in language and sense from those of Hudibras, now considered genuine. I question if Butler ever heard of the nondescript animal which he (Albion) has fathered upon him,—a bear with a cloven hoof.

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* Hudibras says,

"Some force whole regions, in despite
O' Geography, to change their site."

Nearly half a page that follows I am unable to understand, and cannot therefore be expected to answer it.

In an earlier part of his letter he says, "If J.C's feelings had been general, we should have hugged ourselves in silent apathy," &c. &c.

How can I, with any justice, be charged with silence? I have written several times on the subject of our naval warfare, and have, to the best of my ability, pointed out the cause of the transient (I hope) successes of our enemies. I was not contented with grumbling and growling about our reverses, but I endeavoured to point out *in detail* those means which I considered likely to ensure success to our arms in any future war. Did Albion do this? not that I recollect. From the first to the last he has contented himself with producing only "strong assertions, without proof; declamation, without argument; and violent censures, without dignity or moderation."

I shall now take my leave of Albion. He has in his last entered into a very wide field of argument, and wandered far, very far, from the point in debate. Scarcely any of my charges are answered, or even noticed; and in a letter of three pages, he does little more than invite me into a fresh field of battle, and even points out where I am to begin my attack. I thank him; but if we are to *turn out* again I must chuse my own ground,—the when, the why, and the where.

I have been some time engaged, Mr. Editor, Yankee-fashion, two to one, and think it prudent now to haul my wind, as I perceive another of the enemy has hove short and seemed disposed to get under weigh and take part in the action. I cannot part without assuring my opponents I shall ever glory in the title I seem likely to acquire, of advocate or defender (or as some gentlemen have it, "trumpeter") of the British Navy. They may go forth to meet the enemies of their country, relying upon my using my best efforts to prevent their being assailed in the rear by foes too contemptible for them to notice. Two lines of Pope which occur to me seem applicable to the style in which Albion has replied to my letter, with so little notice of the leading arguments in it:—

> Never by tumbler through the hoop was shown
> Such skill in passing all, and touching none.

I remain, Sir,
Your humble servant,
J. C.

* * *

MR. EDITOR,

EVERY circumstance which can extend the sources of national industry, and render us more independent of those branches of traffic from which we may be either partially or wholly excluded, must be regarded as beneficial to the interests of the public. I make this remark in allusion to a discovery which is yet by no means generally known, that the fibres composing the inner bark of the plantain tree are capable of being applied to the manufacture of ropes and cables with advantages equal to, if not greater, than the hemp itself. A specimen of this fibrous bark has been put into my hands, accompanied by a statement, on authority of the best kind, that a rope of a given circumference, composed of this material, was found to sustain without injury a weight of 900 *lb.*; while a rope of the same size, manufactured from hemp, was incapable of supporting more than 700 *lb.* Some doubt, it seems, was entertained in the first instance, whether the plantain-bark rope would take tar as well as the hempen one. Repeated experiments have proved that it will; and that it is equally well adapted, with the latter, to all the uses of commerce, manufacture, &c. I should be gratified if some one of your readers, who has had the opportunity of informing himself more minutely on this subject, would communicate to your Chronicle any further particulars which might be thought interesting. The fact, if duly ascertained, is certainly one of much moment. The partial, or complete substitution, of the plantain bark for hemp, in the manufacture of ropes, would render us much less dependent for a supply of the raw material upon countries, our intercourse with which is liable to be frequently suspended, and from which we are at this moment in a great measure excluded by the circumstances of the times. Another advantage, and that not less important, is the extension, or rather, perhaps, the creation of a fair and open commercial intercourse with the coast of Guinea; where, if I am rightly informed, the plantain tree is met with in a rich profusion, and is susceptible of cultivation to an unlimited extent. Instead of the uncertain and trifling returns of ivory, gums, and a few colouring woods; our manufactures, received in a greatly-increased quantity, might be paid for by a most important and valuable article of trade The Africans have hitherto known us but as traffickers in human blood! May they know us in future as the honest merchants of a free and enlightened country!

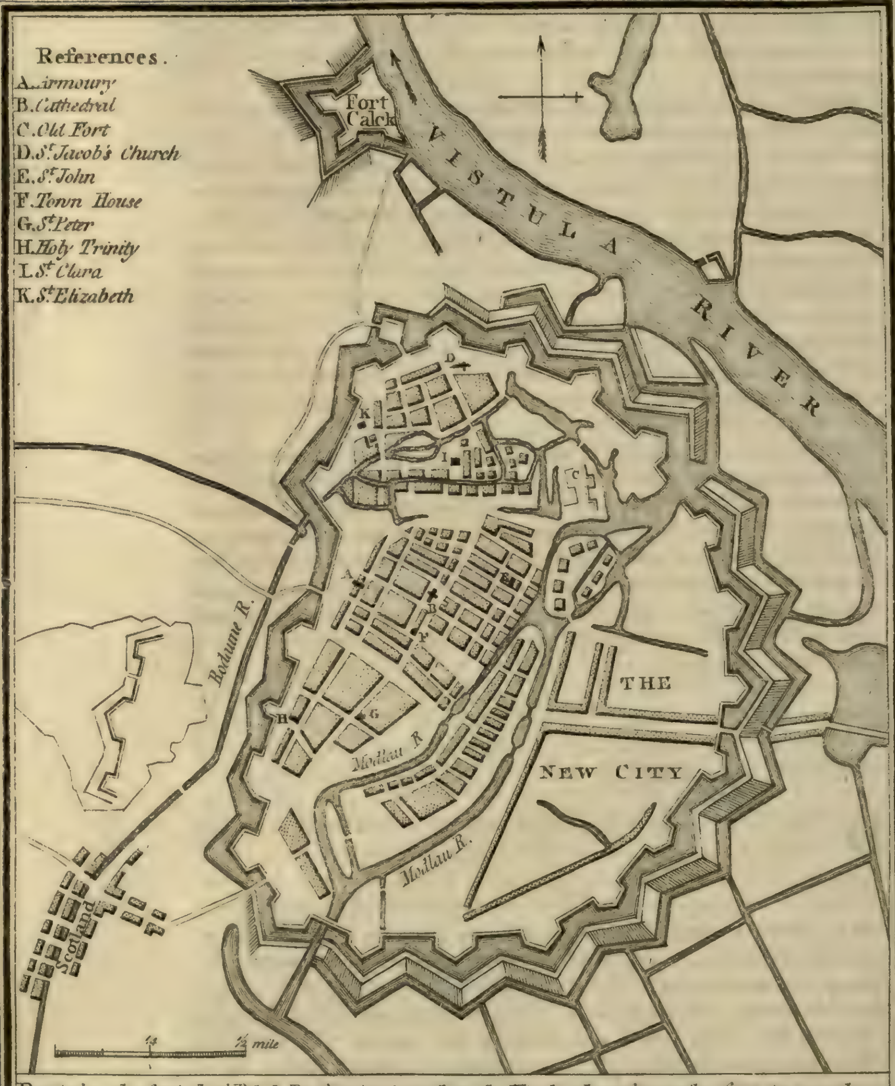
A. Z.

* * *

MR. EDITOR,

THE various descriptions of laws are only salutary according to the manners and characters of the different people to whom they are administered. So are regular systems of discipline, which, in order to produce the desired effect, must be scrupulously adapted to the education and habits of those for whom they are intended. For instance, the bastinado of the Turks, knout of Russia, or tortures of the "*Beloved* Ferdinand," and of Portugal, would be almost sufficient of themselves, if applied in our navy, to create a sedition. Nor would the black bread of the former, or fast-days of the latter, be much better received with us. In fact, our great superiority over them arises as much from the happy combination of lenity on the one hand, and personal comfort on the other, as the hardy and warlike qualities of our men. There are, however, some general laws equally applicable to human nature in every state of society, from the un-

DANTZIC.


References.
A. Armoury
B. Cathedral
C. Old Fort
D. St. Jacob's Church
E. St. John
F. Town House
G. St. Peter
H. Holy Trinity
I. St. Clara
K. St. Elizabeth
Fort Calck
VISTULA RIVER
THE NEW CITY
Bodaune R.
Modlau R.
Modlau R.
Scotland
¼
½ mile

Dantzic, *the Capital of Polish Pruſsia is situated on the Vistula about four miles from its mouth: Its trade is considerable & its population 200.000. Lat. 54. 20 North Long. 18.16' East from London.*

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cultivated savage, to man in his most civilized state; which, if they are not known to every one, may at least be made the rule of a Legislator, when forming a code of laws for the enforcement either of naval or military discipline.

Without minutely entering into a discussion of those legal quibbles, which tend more to puzzle the brains of people than lead to any definite truth, the object of those who govern ought to be that of exciting a sense of duty, rather from love than fear, and of inflicting punishment more for the sake of an example, to deter others from delinquency, than the mere gratification of private pique, or an oppressive disposition. With these rules constantly before his eyes, and an adoption of some *fixed plan of command*, with which, however, all must be made thoroughly acquainted, it is hardly possible for the Captain of a ship of war to commit any very serious error. The important charge they hold from their King and country, will, if properly appreciated, always be a sufficient impulse to acquire those minor qualifications and duties, which constitute what is considered a well-disciplined ship.

To those who have carefully traced and examined the progress of the navy during the last twenty years, it seems quite astonishing to reflect how many unnecessary exertions of severity have been discontinued or relaxed, and that, notwithstanding the internal management, as far as relates to cleanliness, stowage of provisions, salubrity, and celerity of evolution, has advanced with incredible rapidity—an ample proof that there was some room for improvement. And there actually exists at this important crisis of its history, a vast field for improvement in both its military and civil detail and administration.

N. T. R.

PLATE CCCCLIX.

DANTZIC is a very strongly fortified city with 42,000 inhabitants; it is situated on the main, or western branch of the Vistula, five miles from its mouth, and at the confluence of the little rivers Motlau and Radaune, which form its port, and to which vessels arrive by the artificial canal, called Neufahrwasser, cut to give a new channel to the Vistula, the old one being choaked up. The entrance of the channel is defended by the forts of Weixelmunde and Wester Schantze. Dantzic is solidly but not handsomely built, the vestibules of the houses projecting into the streets, disfigure them. The houses are generally five stories. The principal public edifices are the arsenal, a lyceum, cabinet of natural history, astronomical observatory, twelve Lutheran, two Calvinist, and seven Catholic churches. It has vast magazines to receive the corn of Poland and four building yards. It has manufactures of gold and silver lace, woollens, morocco leather, saltpetre, vitriol, steel, potash, brandy, and liquors. The exports are rye, barley, and malt, oats, peas, timber, beer, brandy (12,000 bar.), horse-hair, hog's bristles, feathers, wool, amber, honey, wax, and linens. The imports, English manufactures and London porter, Dutch and Swedish herrings, Brazil wood, oranges, lemons, and other fruits, lead, coffee near two millions of pounds, tea about 30,000lbs., raw sugar about two millions of pounds, refined ditto one million and a half, indigo 16,000lbs., French wines 6,583 pipes. In 1798 the exports amounted to 5,883,921 German crowns, and the imports to 1,925,395. In 1802 the movement of the port was as follows:—

	VESSELS.	
	Entered from.	*Cleared out for.*
England	505	526
Denmark	366	279
East Friezeland	274	—
Holland	261	474
Sweden	186	129
Prussia	86	42
Bremen	43	14
France	22	144
Spain	2	47
Italy	2	10
America	1	1
Russia	—	11
Tripoli	—	1
	1,748	1,678

About eight miles west of Dantzic is the convent of Oliva, composed of vast buildings and extensive gardens. It is celebrated for the signing of the treaty which, in 1660, put an end to the long and bloody wars between Russia, Denmark, Sweden, and Brandenburg.

Frederick I., son of Frederick-William the Great Elector, was raised to the dignity of King of Prussia in 1701. He was succeeded by his son, Frederick-William, in 1713, who considerably increased the revenues of Prussia. Frederick II. deservedly named the Great, succeeded to the throne in 1740. While he conducted the Prussian armies to victory abroad, he neglected nothing to improve his subjects, as well in industry and commerce, as in literature and the fine arts. His wise and vigorous administration implanted the habitude of order and labor, and before the end of his reign the manufactures of Prussia were capable of supporting an advantageous concurrence with those of the south. The maritime cities were assisted in the improvement of their ports, and encouraged to build vessels, and four canals were formed to extend inland communications. The Prussian monarch did not aspire at becoming a great naval power, but contented himself with ensuring safety and respect to the Prussian flag flying on trading vessels, in all parts of the ocean. In 1751, when the province of East Friezeland was ceded to Prussia, two companies were established at Embden, one to trade to India, and the other to China; but they were unsuccessful from the commencement, and the war of 1756 suspending all their operations, they were dissolved at the peace of 1763. These monopolies and several others, of which Frederick did not foresee the evils, as well as the multiplied duties and frequent prohibitions, discouraged great enterprises. Private merchants were unable to support the concurrence of the Maritime Company established in this reign, and to which was also granted the monopoly of many branches of commerce. The import of salt, in particular, was often so shackled in the ports of Prussia, that the Prussians were obliged to seek it in those of Courland and Livonia; at the same time that the tolls established on the routes from the interior, caused the Poles to prefer conveying their productions to the Black Sea, rather than to the Baltic.

This system of restraint has been softened by the successors of Frederick; and the Prussian ports, including Dantzic, now export almost the whole of the commercial productions of Poland, consisting of corn, fir plank, and rafters, masts, hemp, tar, pitch, potash, hides and tallow, leather, honey, and wax. Among the other objects are the oak of Pomerania, brandy, woollens, linens, caviar, and amber. The caviar is principally made from the great sturgeon fishery in the Frisch-Haf, and exported from Pillau.

The imports into the Prussian ports are wines, coffee (two millions of pounds), sugar (two millions), tobacco (two millions and a half), spices, salt, iron, copper, Spanish wool, herrings, flax-seed, of Livonia and Courland, which is of a superior quality, and with which the plains of Pomerania and Brandenburg are sown. Dye-woods, colours, and other objects used in the arts, are also introduced by sea.

Most of the Prussian ports have yards for building merchant vessels, and towards the close of the last century the merchant marine consisted of 1,200 ships, including those of East Friezeland (200 to 300). Konigsberg, Elbing, Memel, and Stettin, were the chief trading ports, and were visited by the English, Dutch, French, Swedes, and Danes.

The various sides which Prussia has taken in the wars since 1793, has circumscribed her commerce at various periods. While at peace with England, her relations with that country formed the most important portion of her foreign commerce; and in 1801 to 1802, the balance was estimated at one million and a half sterling in her favour.

After the fall of the Hanse association, Dantzic retained a greater portion of the commerce of the Baltic, and conjointly with Lubec, Hamburg, and Bremen, still preserved a commercial preponderancy in the north. The commerce of Dantzic depending principally on the free navigation of the Vistula, as the Prussians extended their dominion on the banks of this river, the sphere of activity of the Dantzickers was gradually contracted, until, at length, the city itself being incorporated with the Prussian dominions in 1793, it was assimilated with the other ports in regard to trade. By the Treaty of Tilsit, Dantzic was restored to its ancient privileges, under the protection of Prussia and Saxony; and it was at the same time stipulated, that the navigation of the Vistula should be free of all tolls. The events which afterwards took place threw Dantzic into the hands of the French, but it is now again occupied by the Prussians; and has been confirmed to that power by the last general treaty of peace.

Dantzic exports the territorial productions of Poland, consisting of oak and other timber, corn, hides, horse-hair, honey, and wax, and the corn-brandy of her own distilleries.

During the independent existence of Dantzic, the state of its navigation may be estimated from the facts of 328 vessels bearing that flag having passed the Sound in the year 1782, 203 in 1783, 248 in 1790, and 249 in 1792.

In the description of the mouth of the Vistula (*Plate* CCCCLVII) some notice was taken of amber* as one of the productions of the Prussian coasts, the whole that is collected belongs to the king, but adds little to his revenue, the annual value not exceeding 3,500*l.* sterling. The amber brought by the sea is usually enveloped in marine vegetables, which are easily detached; that found in the earth is covered with a hard crust: both contain foreign substances, such as drops of water, grains of sand, insects, &c. The pieces are never very large: the greatest yet found, not exceeding a foot in diameter, is in the king's cabinet at Kœnigsberg.

The chemical qualities of amber, which seem to place it among the resinous gums, as well as the insects found inclosed in it, have induced naturalists to consider it as the exudation of a tree impregnated with mineral vapours; but as copal is the gum known most to resemble amber, and as this gum is brought to us from Africa and the East Indies, it seems to follow, that, if we admit the ancient existence of trees of the same species in the countries of the Baltic, we must at the same time suppose a great change in the climate. Though the Prussian territory affords the greatest and most certain harvest of amber, this substance is also met with on all the south coasts of the Baltic, from Holstein to Livonia, on the west coast of Jutland and Island of Ameland, in the Asturias (Spain) in veins of coal, on the east coast of Sicily, near Genoa and Ancona, &c.

The preceding description of Dantzic has been principally compiled from that useful work TUCKEY's *Maritime Geography*. The following additional account is extracted from a publication of much inferior authority (MALHAM's *Naval Gazetteer*) but as comparative descriptions are sometimes useful, the article is therefore here transcribed:—

Dantzic or Dantzig, is a considerable trading city, situated on the W. shore of the Weichsel or Vistula, and having the little rivers of Radune and Motlau running through it, at the distance of about a mile from the Baltic. It has a fine harbour, and the best commerce of any port in the Baltic. In one year it has been known to export 58,060 lasts of corn, equal to 580,600 quarters. It is 24 leagues S. W. from Kœnigsberg all the way a fair strand, and in lat. 54° 22′ N. and long 28° 34′ E. From the heel or W. side of the gulph of Dantzic, the course is S. by W. 5 leagues, where ships may anchor before the port in from 10 to 12 fathoms. But to go in, it is necessary to make a signal for a pilot, because the land freshes are continually shifting the sands.

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* A piece of amber, 14 inches long, 9½ broad, and weighing 21lb. was found in 1811, by a Russian soldier between Memel and Kœnigsberg. It is confessedly the largest piece ever seen, exceeding in size and weight the one found in the Prussian territories in 1804, and it is supposod to be worth near 6000 dollars.

STATE PAPERS.

SERIES OF THE DOCUMENTS ANNEXED UNTO THE REPORT MADE BY THE PRESIDENT OF THE ASSEMBLY OF THE MEMBERS OF ALL THE ORDERS OF KNIGHTHOOD IN EUROPE, CONVENED AT VIENNA ON THE 29TH DECEMBER, 1814.

[Continued from page 253.]

"Chivalry consisted of the defense of the weak; of loyalty in combat, disdaining deception; of that christian charity which sought to temper warfare by humanity; of all the sentiments which substituted a sense of honor to the ferocity of arms. The crusades united gentlemen of all countries, and made the spirit of chivalry operate as a sort of european patriotism, animating the minds of all with the same sentiment."—(STAEL. *Germany.*)

No. VII.*

Circular addressed by the President to the Consuls of the nations at peace with the Barbaric Regencies, resident at those Regencies respectively.

GENTLEMEN, *Vienna, 20th Jan.* 1815.

IN order to give full and entire effect unto the benevolent intentions of the imperial, royal, noble, and illustrious Knights of all the nations and Orders assembled in this capital, and who have, at my suggestion, in compliance with the earnest request of the brethren of the religious Orders in the Holy Land, formed the basis of a charitable fund, the immediate object of which is to comfort, relieve, and emancipate the unfortunate slaves in Barbary, I have to request and enjoin you, in my quality of President of the charitable society, to take the trouble of administering and applying that part of the sum subscribed which shall be destined and granted, in the proportion which the Christian slaves in the State where you reside, bears to the aggregate number in Barbary, according to your knowledge of their necessities, and at your own discretion—begging of you to inform me of the exact amount of the said proportional number, and to render me an account of the application of this sum for the satisfaction of the charitable contributors—informing me likewise of the sum which will be requisite to establish an hospital upon a suitable footing for the sick, and to provide them with subsistence on the Sabbath-days, days on which I understand the government withholds their ordinary rations, not requiring their labour upon public works, but on those days they are, in order to live, reduced to the necessity of working for private persons, contrary to the precepts of their religion contained in the decalogue.

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* No. VI. is the list of subscribers to the White-slavery-abolition Institution; which will be presented as soon as all the returns shall have been received, and the names duly authenticated.

I also intreat you, Gentlemen, to apprize me of every thing that can be useful for me to know, in order that I may be enabled to point out the application of the sum which shall be remitted for effecting the deliverance of those unhappy sufferers, and to prevent the increase of their number by a general measure, which all Europe is inclined to adopt, in order to abolish for ever that shameful traffic in slaves, both *white* and *black*, carried on in the *north* of Africa as well as in the *west*, to the prejudice of the productive industry of the natives of the respective countries; internal and external tranquility, and legitimate trade, being the probable effects of a better order of things.

Your enlightened experience will doubtless suggest the necessity of avoiding the slightest intimation of an intention to ransom those hapless and innocent victims;—an intimation which could not fail to excite the cupidity of their owners, or to stimulate the avidity of the corsairs in pursuit of their prey, with a view of making their captives an object of traffic, without, however, your discouraging the hope of reward for the preservation of the life, the health, and the property of the Europeans who may fall into their hands; exciting also in the minds of the Rulers, without irritating them by menaces, the idea that the Powers will no longer be tributary, as may be said, to governments which are not Powers having a right to declare war against nations in amity with the Sublime Ottoman Porte, and with the Sultan, their lawful Sovereign, who being himself at peace with all Europe, will no longer tolerate acts of violence which might commit him, and destroy the harmony so happily existing between the Sultan and his neighbours.

I leave it to your wisdom to weigh these matters, and to use arguments calculated to make them be duly appretiated by the enlightened and just Mussulmans, avoiding every expression or act that can have a tendency to aggravate an evil which it so highly imports religion, humanity, and the honour of Christendom, rather to see diminished, and, ultimately extinguished.

The state of the charitable fund, and the confidence which the subscribers repose in me, put me in a situation and empower me to refer you to the foregoing exposition, and to empower you to draw to that effect, bills of exchange signed by three of you Gentlemen Consuls, on Messrs. Gaulis, brothers, at Genoa, by the earliest opportunity, for the sum of * ducats, that shall be remitted to them by Messrs. Fries and Co.; which sum you will be pleased to employ agreeably to the charitable and beneficent intentions of the contributors, rendering to me an account of the application of the sum, and of your farther wants, for their information and satisfaction; addressing your letters for me at this house in Vienna, by the way of Sicily, and *per* duplicate through the medium of Messrs. GAULIS, Genoa.

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* 1,000 for Algier, 500 for Tunis, 500 for Tripoli. Since augmented in proportion to the increase in the number of subscribers, as it will continue to be in future, from time to time, according to the state of the funds, seeing the necessity of augmenting the means of effecting the abolition of that odious traffic.

I have the honour to be, Gentlemen Consuls, your faithful and devoted servant,

W Sidney Smith

President of the Society of Knights Liberators
of the White Slaves in Africa.

Answer of the Consuls resident with the Basha and Regency of Tripoli, in the West, to the above Circular Letter.[*]

SIR, *Tripoli, July* 24, 1815.

We have received the letter which you did us the honour to write to us on the 20th of January, and we hasten to present to you the most sincere assurance of the enthusiasm with which we unite our sentiments to all those which have given birth to the beautiful institution with which you have made us acquainted. Humanity is its basis, and posterity will preserve the remembrance of it, as a monument of grandeur and beneficence.

It is not only the glory of this sublunary world;—it is the imperishable glory of the elect which awaits those nations and the individuals who shall have the honour in concurring towards the success of this noble enterprize.

To YOU, Sir, it is, that the unalterable homage of our gratitude ought to be addressed. When the interests of humanity occupy so large a place in the soul of a hero, 'tis then the heroic character becomes complete, and that the whole world offers to him its unreserved admiration.

We have acted with prudence and circumspection in the communication which we have made to his Highness the Basha, and it is with heartfelt satisfaction that we have the pleasure of informing you, that it was received by him in the most favourable manner; that the Basha, of his own motion, participates in almost all your wishes, and enters in all respects into the views of the institution; and, finally, to give a proof of his friendly disposition towards the Christian world, he will diminish the price for the ransom of the slaves, whose redemption shall be consequent upon this institution.

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[*] It is understood that the English consuls throughout Barbary have been reprimanded from Downing-street, for corresponding on the subject of White-slavery-abolition! If so, it must have been for so doing with, or through, office itself; for the President of the Knights liberators has distinctly disclaimed having had any intercourse of the kind, except with the gentleman whose signature is worthily affixed, in common with his foreign colleagues, unto the letter above, from Tripoli.—(ED. 𝔑. ℭ.)

We have the honour of proposing to you a code of laws and regulations, to which we annex an estimate of the expenses, which we think worthy of your approbation.

In our function of agents for such an institution, we shall consider as a sacred duty the rendering ourselves worthy of the confidence with which we are honoured, and to merit in every respect the founder's approbation.

We have the honour to be, with the best consideration, your Excellency's most obedient and faithful servants,

H. Warrington,
British Consul-general.
P. N. Burstom,
Swedish Consul.
R. B. Jones,
Cons.-gen. for the U. S.

Deliberations of the Consuls residentiary at Tripoli.

At a meeting of the Consuls at Tripoli, having for its object to take into consideration the contents of a letter addressed by Sir W. Sidney Smith, President of a noble and benevolent Institution, consecrated to the relief of all the Christian slaves who are in the territory of the regency of Tripoli; and to the amelioration of their condition.

After having minutely considered the details, the motives, and objects of this Institution, as they are severally set forth in the above-mentioned letter, we (the undersigned), wishing to draw up with the greatest care, a code of laws and regulations which may fulfil in every particular the permanent intentions of that Society, and to prevent, by all the means in our power, even the possibility of abuse in the application of the funds which shall be destined for the relief of humanity—the most noble attribute of Christianity—have unanimously adopted the following regulations, which we submit, with deference and respect, to Sir W. Sidney Smith:—

Art. 1. It is absolutely necessary to establish an hospital, the first expense of which will be, in Spanish dollars	1,500
2. The number of sick slaves may be estimated at an average of fifty per day, throughout the year, which, at the rate of 18 *buchamsiers* each, will amount to	4,160
3. Fifty beds, with the furniture, would cost	500
4. The attendance of an expert Surgeon	600
5. A Comptroller of Expenses	200
6. Two Infirmary Nurses	100
7. The Society taking upon itself the purchase of medicines, and sending them to Tripoli, they would cost	1,000

8. The mean number of Christian slaves at Tripoli is about 400, for the clothing of each, *viz.* cap, jacket, pantaloons, shirt, handkerchief, and shoes, at the rate of six dollars each........	2,400
9. To provide each of these 400 slaves with a good dinner every Sunday, at 12 *buchamsiers* a-head, would come to	3,122
10. Supposing this regency to make 150 slaves a-year, we propose to redeem 50 annually; this benefit is not confined solely in restoring those captives to their country and their families, but the prospect of a period that would not exceed three years, would likewise mitigate the sufferings and horrors of bondage.—The BASHA would grant gratuitously every slave a guarantee against any future captivity—50 ransoms, at 300 dollars.............	15,000
11. Necessary charges for the keeping of the registers, and making out the accounts for the examination of the Committee..	300
Dollars....	28,824

12. A Committee composed of three Consuls shall be formed for carrying this plan into effect; they shall have the direction, and even make themselves responsible for the same.

13. Their powers shall continue for two years, at the expiration of which, or, in case of a vacancy, the Consuls and Agents of other nations shall cause them to be succeeded by competent persons (the same being eligible), in such a manner that the Committee shall always consist at least of two.

14. Monthly statements of the situation of every part of this administration shall be transmitted to the President, Sir W. SIDNEY SMITH.

15. The majority of the Committee (two) shall be decisive and obligatory on the third member, upon every matter under deliberation.

(L.S.) *H. Warrington,*
British Consul-general.

(L.S.) *P. N. Burstrom,*
Swedish Consul.

(L.S.) *R. B. Jones,*
Consul-general U.S.

No. IX.*

COPIES OF LETTERS FROM SEVERAL PERSONS OF DISTINCTION AND IN AUTHORITY, WHO ARE ANXIOUS TO SEE AN END PUT UNTO THE WHITE SLAVE TRADE IN AFRICA, AND TO CONTRIBUTE TOWARDS THE ACCOMPLISHMENT OF THAT DESIRABLE OBJECT, ADDRESSED TO SIR S. SMITH.

1.

Copy of a Letter from the Commander-in-chief of the Royal Marine of his Sardinian Majesty, to Sir Sidney Smith.

EXCELLENCY, *Genoa, Oct. 9, 1815.*

I have the honor of replying to the letter which your Excellency has had the kindness to write to me on the 9th October last, and which has just been forwarded to me by Captain ———. I concur in opinion with your Excellency, that it is really scandalous that the Barbaric pirates should still be suffered daily to commit outrages, by which, on a recent occasion, 158 more subjects of his Majesty, inhabitants of the Isle of Antioch, had the misfortune to become captives, and to be carried away almost naked, and covered with blood, to Tunis, and sold in that condition like brutes, after having been made prisoners by a squadron belonging to that Regency, which effected a landing on that island in the night of the 15th October.

The will of the Christian Powers, England in particular, would be sufficient to annihilate those pirates; they would soon be compelled to abandon their traffic, no less criminal in them than in the governments who tolerate it. The plan which you, Sir, Admiral, have formed, and your strenuous and unceasing exertions for the realization of it, have obtained for you the esteem and gratitude of all liberal and feeling minds.

I cannot, on my part, do otherwise than participate in the general opinion entertained of your Excellency; and I fervently wish that the solicitude which the King, my august Master, manifests for the formation of a navy, may enable me, in the command which he has been pleased to give me, to concur in the success of the enterprize that your Excellency has in contemplation. If I should still have some campaigns to make in this capacity, I pray your Excellency to believe, that I should esteem myself extremely happy in an opportunity of seconding your views, and in profiting by your talents, from serving under your orders in the noble enterprize which has long occupied your attention. The adoption of the oars invented by the Americans, which your Excellency has already mentioned to me, would certainly be of signal service, particularly in the Mediterranean, where dead calms frequently occur. I should feel greatly obliged by the favor of your Excellency furnishing me with an account of them.

Captain ——— appeared to me to be an excellent officer, well worthy of the recommendation of your Excellency; and I sincerely hope, that on the regeneration and augmentation of our navy, his Majesty may be able to procure such officers.—I wrote to this effect to his Excellency the Minister.

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* No. VIII. is the banker's accompt, not necessary to be published in England, until this country shall have furnished more contributing members to this benevolent association than it has hitherto done.

I beg your acceptance of my thanks for the different documents annexed to your letter, and of the declaration of the very high consideration with which I have the honor to be,

Your Excellency's, &c. &c.

To his Excellency Sir Sidney Smith, Paris. Count Desgeny.

2.

The undersigned, *Chargé d'Affaires* from the Sublime Porte to the Court of France, has the honor of informing his Excellency Sir SIDNEY SMITH, that he has lost no time in transmitting to Constantinople the copy of the manuscript document, as also the three numbers of the printed ones, circulars which his Excellency wished to be forwarded to the Divan.

The undersigned will preserve as a precious deposit the other copies which his Excellency has had the goodness to address to him, and will esteem it a glory, on all occasions, to have it in his power to prove himself worthy of the good opinion which his Excellency manifests towards him.

The undersigned avails himself of this opportunity to renew to Sir S. SMITH the assurance of his high and respectful consideration.

Paris, 24th Oct. 1815.

To his Excellency Sir Sidney Smith, &c. Angelo.

3.

Count CAPO D'ISTRIA hastens to acknowledge to Admiral Sir SIDNEY SMITH, the reception of the pieces which he has been pleased to send him, and of the note which accompanied them. He will not fail, on his arrival at St. Petersburgh, to place the papers in question before the eyes of the Emperor. With respect to the subscriptions which his Excellency has just set on foot at Frankfort, Count CAPO D'ISTRIA regrets that he cannot be a contributor to them, as he does not pass through that town; but he has no doubt that his august Sovereign, moved by his characteristic humanity, will give directions, at his convenience, in order to afford some relief to the miserable objects for whom the Admiral so warmly and righteously interests himself.

Count CAPO D'ISTRIA has the honor to reiterate to his Excellency Admiral Sir S. SMITH, the assurance of his high consideration.

Paris, 18 (30) *Nov.* 1815. Count Capo D'Istria.

4.

The Austrian Minister at Paris, to Sir Sidney Smith.

SIR, ADMIRAL, *Paris, Dec.* 23, 1815.

I will cause to be forwarded to Vienna the two packets which you have addressed to me for that capital; I have the honor to send you one which reached me this evening from Vienna, to the address of your Excellency.

I regret exceedingly, that the state of my wound, which still deprives me of all society, should likewise prevent me from being present at the re-union which you propose for the 29th inst. the anniversary of the Convention last year at Vienna. I beg, however, to assure you, Sir, that duly appreciating your motives, I will use my best endeavours to contribute all in my power to promote the noble object which you have in view. Accept, I pray you, Sir, Admiral, the assurance of my high consideration.

Baron de Vincent.

5.

SIR, ADMIRAL, *Tulle,* 31*st Dec.* 1815.

I have always present in my thoughts the kind offices you exercised towards me at the period you procured my deliverance from captivity. A thousand times have I had the gratification to relate that trait of your humanity and justice, and my heart experienced inexpressible joy when it had an opportunity of giving proofs of its lively gratitude, by shewing kindness to your unfortunate countrymen; but the chances of war never proved favourable enough to permit me to render myself useful to individuals who had the honor of being intimately acquainted with you. Now peace, so happily re-established between our respective nations, putting an end to those avocations which I regarded as a duty, I should have been greatly rejoiced in being able to express in person the feelings of gratitude, which can be extinguished only with my life. I feel infinitely obliged to M******, for having seized an occasion of becoming the medium of communication with you; no person except myself, however, could express any sentiments more justly or feelingly.

M****** has caused to be sent to me the memorial which you were so obliging to forward to him for me: that laudable crusade, supported as powerfully as it can be, and planned by you, Sir, cannot fail of complete success; you will, I make no doubt, be generally supported in your progress; it is the interest and the duty of all governments, even of those the most remote from the coast of Africa, and, independently of every feeling of humanity, to deliver themselves from the degradation of being liable to pay ransoms or an annual tribute to a professed Chief of robbers. I shall use my best endeavours to give publicity to your memoir, and I shall feel so much the more happy in contributing to make proselytes, as such conduct may lead to an opportunity of renewing to you the assurance of my gratitude, and the respectful attachment with which I have the honour to be, your devoted servant,

Viscount de Beauregard,

Lieutenant-colonel.

JAMES MADISON,

PRESIDENT OF THE UNITED STATES OF AMERICA.

To all and singular to whom these Presents shall come—Greeting:—

WHEREAS a Treaty of Peace and Amity, between the United States of America, and his Highness OMAR Basha, Dey of Algier, was concluded at Algier on the thirteenth day of June last, by STEPHEN DECATUR and WILLIAM SHALER, Citizens of the United States, on the part of the United States, and the said OMAR Basha, Dey of Algier, and was duly signed and sealed by the said parties, which Treaty is in the words following; to wit:—

TREATY of Peace and Amity concluded between the United States of America, and his Highness OMAR *Basha, Dey of Algier.*

ART. I. There shall be, from the conclusion of this treaty, a firm, inviolable, and universal peace and friendship between the President and the Citizens of the United States of America, on the one part, and the Dey and Subjects of the Regency of Algier, in Barbary, on the other, made by the free consent of both parties, on the terms of the most favored nations: and if either party shall hereafter grant to any other nation any particular favor or privilege in navigation or commerce, it shall immediately become common to the other party, freely when it is freely granted to such other nations; but when the grant is conditional, it shall be at the option of the contracting parties to accept, alter, or reject such conditions, in such manner as shall be most conducive to their respective interests.

II. It is distinctly understood between the contracting parties, that no tribute, either as biennial presents, or under any other form or name whatever, shall ever be required by the Dey and Regency of Algier from the United States of America, on any pretext whatever.

III. The Dey of Algier shall cause to be immediately delivered up to the American squadron, now off Algier, all the American Citizens, now in possession, amounting to ten more or less; and all the subjects of the Dey of Algier, now in possession of the United States, amounting to five hundred more or less, shall be delivered up to him; the United States, according to usages of civilized nations, requiring no ransom for the excess of prisoners in their favour.

IV. A just and full compensation shall be made by the Dey of Algier, to such citizens of the United States, as have been captured and detained by Algerine cruisers, or who have been forced to abandon their property in Algier, in violation of the twenty-second article of the treaty of peace and amity, concluded between the United States and the Dey of Algier, on the 5th of September, 1795.

And it is agreed between the contracting parties, that in lieu of the above, the Dey of Algier shall cause to be delivered forthwith into the hands of the American Consul, residing at Algier, the whole of a quantity of bales of cotton, left by the late Consul-general of the United States in the public magazines in Algiers, and that he shall pay into the hands of the said Consul the sum of ten thousand Spanish dollars.

V. If any goods belonging to any nation with which either of the parties are at war, should be loaded on board vessels belonging to the other party, they shall pass free and unmolested, and no attempts shall be made to take or detain them.

VI. If any citizens or subjects, with their effects, belonging to either party, shall be found on board a prize vessel taken from an enemy by the other party, such citizens or subjects shall be liberated immediately, and in no case, on any other presence whatever, shall any American citizen be kept in captivity or confinement, or the property of any American citizen found on board of any vessel belonging to any other nation, with which Algier may be at war, be detained from its lawful owners, after the exhibition of sufficient proofs of American citizenship and of American property, by the Consul of the United States, residing at Algier.

VII. Proper passports shall immediately be given to the vessels of both the contracting parties, on condition that the vessels of war belonging to the Regency of Algier, on meeting with merchant vessels belonging to the Citizens of the United States of America, shall not be permitted to visit them with more than two persons besides the rowers ; these only shall be permitted to go on board without first obtaining leave from the commander of said vessel, who shall compare the passport, and immediately permit said vessel to proceed on her voyage ; and should any of the subjects of Algier insult or molest the commander, or any other person on board a vessel so visited, or plunder any of the property contained in her, on complaint being made by the Consul of the United States residing in Algier, and on his producing sufficient proof to substantiate the fact, the commander or *Rais* of said Algerine ship or vessel of war, as well as the offenders, shall be punished in the most exemplary manner.

All vessels of war, belonging to the United States of America, on meeting a cruiser belonging to the Regency of Algier, on having seen her passports and certificates from the Consul of the United States, residing in Algier, shall permit her to proceed on her cruise unmolested, and without detention. No passports shall be granted by either party to any vessels, but such as are absolutely the property of citizens or subjects of the said contracting parties, on any pretence whatever.

VIII. A citizen or subject of either of the contracting parties having bought a prize-vessel condemned by the other party, or by any other nation, the certificates of condemnation and bill of sale shall be a sufficient passport for such vessel for six months, which, considering the distance between the two countries, is no more than a reasonable time for her to procure proper passports.

IX. Vessels of either of the contracting parties, putting into the ports of the other, and having need of provisions or other supplies, shall be furnished at the market price ; and if any such vessel should so put in from a distance at sea, and have occasion to repair, she shall be at liberty to land and re-embark her cargo, without paying any customs or duties whatever ; but in no case shall she be compelled to land her cargo.

X. Should a vessel of either of the contracting parties be cast on shore within the territories of the other, all proper assistance shall be given to her crew; no pillage shall be allowed. The property shall remain at the disposal of the owners; and if re-shipped on board of any vessel for exportation, no customs or duties whatever shall be required to be paid thereon, and the crew shall be protected and succoured, until they can be sent to their own country.

XI. If a vessel of either of the contracting parties shall be attacked by an enemy within cannon-shot of the forts of the other, she shall be protected as much as is possible. If she be in port, she shall not be seized or attacked, when it is in the power of the other party to protect her; and, when she proceeds to sea, no enemy shall be permitted to pursue her from the same port, within twenty-four hours after her departure.

XII. The commerce between the United States of America and the Regency of Algier, the protections to be given to merchants, masters of vessels, and seamen, the reciprocal rights of establishing Consuls in each country, and the privileges, immunities, and jurisdictions to be enjoyed by such Consuls, are declared to be on the same footing in every respect with the most favored nations respectively.

XIII. The Consul of the United States of America shall not be responsible for the debts contracted by citizens of his own nation, unless he previously gives written obligations so to do.

XIV. On a vessel or vessels of war, belonging to the U. S. anchoring before the city of Algier, the Consul is to inform the Dey of her arrival, when she shall receive the salutes which are by treaty or custom given to the ships of war of the most favored nations, on similar occasions, and which shall be returned gun for gun; and if after such arrival, so announced, any Christians whatsoever, captives in Algier, make their escape and take refuge on board any of the ships of war, they shall not be required back again, nor shall the Consul of the United States, or commander of said ships, be required to pay any thing for the said Christians.

XV. As the government of the United States of America has in itself no character of enmity against the laws, religion, or tranquility of any nation, and as the said States have never entered into any voluntary war or act of hostility, except in defence of their just rights on the high seas, it is declared by the contracting parties, that no pretext arising from religious opinions shall ever produce an interruption of the harmony existing between the two nations; and the Consuls and Agents of both nations shall have liberty to celebrate the rites of their respective religions in their own houses.

The Consuls respectively shall have liberty and personal security given them to travel within the territories of each other, both by land and sea, and shall not be prevented from going on board any vessels they may think proper to visit; they shall likewise have the liberty to appoint their own drogoman and broker.

XVI. In case of any dispute arising from the violation of any of the articles of this treaty, no appeal shall be made to arms, nor shall war be declared on any pretext whatever; but if the Consul residing at the place where the dispute shall happen, shall not be able to settle the same, the government of that country shall state their grievance in writing, and transmit the same to the government of the other, and the period of three months shall be allowed for answers to be returned, during which time no act of hostility shall be permitted by either party; and in case the grievances are not redressed, and a war should be the event, the consuls and citizens and subjects of both parties respectively, shall be permitted to embark, with their effects, unmolested, on board of what vessel or vessels they shall think proper, reasonable time being allowed for that purpose.

XVII. If, in the course of events, a war should break out between the two nations, the prisoners captured by either party shall not be made slaves, they shall not be forced to hard labour, or other confinement than such as may be necessary to secure their safe keeping, and shall be exchanged rank for rank; and it is agreed that prisoners shall be exchanged in twelve months after their capture, and the exchange may be effected by any private individual legally authorised by either of the parties.

XVIII. If any of the Barbary States, or other powers at war with the United States, shall capture any American vessel, and send it into any port of the Regency of Algier, they shall not be permitted to sell her, but shall be forced to depart the port, on procuring the requisite supplies of provisions: but the vessels of war of the United States, with any prizes they may capture from their enemies, shall have liberty to frequent the ports of Algier, for refreshment of any kind, and to sell such prizes, in the said ports, without any other customs, or duties, than such as are customary on ordinary commercial importations.

XIX. If any of the citizens of the United States, or any persons under their protection, shall have any disputes with each other, the consul shall decide between the parties, and whenever the consul shall require any aid or assistance from the government of Algier to enforce his decisions, it shall be immediately granted to him; and if any disputes shall arise between any citizens of the United States, and the citizens or subjects of any other nation having a consul or agent in Algier, such disputes shall be settled by the consuls or agents of the respective nations; and any disputes or suits at law that may take place between any citizens of the United States and the subjects of the Regency of Algier, shall be decided by the Dey in person, and no other.

XX. If a citizen of the United States should kill, wound, or strike a subject of Algier, or, on the contrary, a subject of Algier should kill, wound, or strike a citizen of the United States, the law of the country shall take place, and equal justice shall be rendered, the consul assisting at the trial: but the sentence of punishment against an American citizen shall not be greater, or more severe, than it would be against a Turk in the same predicament; and if any delinquent should make his escape, the consul shall not be responsible for him in any manner whatever.

XXI. The consul of the United States of America shall not be required to pay any customs or duties whatever on any thing he imports from a foreign country for the use of his house and family.

XXII. Should any of the citizens of the United States of America die within the limits of the Regency of Algier, the Dey and his subjects shall not interfere with the property of the deceased, but it shall be under the immediate direction of the consul, unless otherwise disposed of by will. Should there be no consul, the effects shall be deposited in the hands of some person worthy of trust, until the party shall appear who has a right to demand them, when they shall render an account of the property, neither shall the Dey or his subjects give hindrance in the execution of any will that may appear.

Now, therefore, be it known, that I, JAMES MADISON, President of the United States of America, having seen and considered the said Treaty, have, by and with the advice and consent of the Senate, accepted, ratified, and confirmed the same, and every clause and article thereof.

In testimony whereof I have caused the seal of the United States to be hereunto affixed, and have signed the same with my hand. Done at the City of Washington, this twenty-sixth day of December, *A. D.* one thousand eight hundred and fifteen, and of the Independence of the United States the fortieth.

(L.S.)

James Madison.

By the President,

James Monroe,

Secretary of State.

*** In the American newspaper from which this treaty has been reprinted, the following editorial note is subjoined thereunto :—" We have found room to publish the treaty with Algier entire. It is an instrument handsomely drawn up, and we should have placed at its head, *Important Public Document*, did we not estimate the treaty-making principle with such powers as those of Barbary, a thing as baseless and unsubstantial as the fabric of a dream.—*(Boston Gazette.)*

The Dey of Algier, it seems, charges Commodore DECATUR with duplicity in the measures which led to the late arrangement. The *Boston Patriot* says, in reference to this rumour—" We are pleased to find that we shall have a naval force in the Mediterranean more than sufficient to keep alive those favourable impressions awakened by the appearance of the first squadron, and have therefore no reason to fear the Dey's hostility, if there be any foundation for the reports, that he has had a relapse since the first cure of his complaint."

THE GENOESE CAMPAIGN;

Or a Detail of the Operations of the Allied Army, commanded by his Excellency Lieutenant-general Lord WILLIAM BENTINCK, *with a short View of the State of Italy in* 1813; *by a* NAVAL OFFICER *employed with the Army.*

[Continued from page 232.]

HAVING withdrawn a detachment of troops, the squadron continued their voyage. On the 6th we made the high and rugged coast of Corsica, one continued chain of hills from north to south; standing athwart with the wind at north, we had a fine view of St. Peter's, the Campagnia di Roma, the Isles of Ginuti, Giuli, and Monte Christo, the latter now inhabited only by goats. Every spot in this part of the Mediterranean has been the scene of some celebrated exploit of our hero Nelson; the northern part of Corsica, the last, and almost inaccessible refuge of the hero Pauli was not passed without corresponding interest. Elba's rocky cliffs, once the residence of the most extraordinary man in the historic page, lay upon our right, forming, with Cape Corso, a scene terrific, grand, and picturesque. Pianoza, from its level summit, is a striking contrast. On the S. W. side is a small town, protected by a tower and fort frequently attacked by our cruisers. Corso town stands on the beach, inside its mole were several vessels; off the Cape is a small island with a Martella tower that considerably annoyed our cruisers. On the 9th of March the squadron anchored in Leghorn roads, the troops were immediately landed, and quartered in the town and neighbouring country; Lord William had arived by land from Naples two days before. In the night of the 11th the Oakhall transport laden with artillery stores struck on the Molora; this accident had nearly proved fatal; by the unremitting exertions of Mr. Glen, master of the America, nearly the entire of the guns and stores were saved, the vessel was totally lost: the 14th, the Iphigenia, Rainbow, Termagant, and Pylades, returned to Sicily with the transports for the remainder of the troops: 15th Lord Bentinck returned to Bologna, when the final system of action was settled. On the 21st his lordship arrived in Leghorn, and the Caroline, Neapolitan frigate, immediately sailed for Naples; the advanced guard consisting of the Greeks and Calabrian flank companies of the Germans marched to the entry of the Corniche, supported by the cavalry and division of General Montresor, the English brigade under General Gosselyn moved their head-quarters to Lucca; the 22d, the Swallow, Captain Hume, sailed to Via Reggio with two boats of H.M.S. Edinburgh in tow, commanded by Lieutenant Leach, and Mr. Breary, master's mate; the same day General Montresor formed a junction with Colonel Travers near the borders of the Genoese, in the evening the Edinburgh sailed; on the morning of the 23d she communicated with the advance on the borders of the little river Magra, when they were opposed by the enemies light troops, the boats of the Swallow commanded by Lieutenant White, with those of the Edinburgh destroying the different batteries as they abandoned them; the same morning the Sicilian flotilla, commanded by Lieutenant Le Hunte, arrived from Messina, after a most tempestuous passage, that reflected great credit on this very enterprising young officer; at daylight, Sir James Rowley weighed from the roads, with the America, Furieuse, Aurora, Sicilian corvette, and the first division of the flotilla, arriving off Spezzia the ensuing morning. The Gulph of Spezzia is an inlet of the sea, situated in that part of the territory named Riviere di Levant, is twelve miles deep, six is the breadth at the entrance, formed by a small island of Porto Veneris, between which, and the main, are a passage for a line of battle-ship on the one side, a lofty promontory near the town of Linci is the other; at a a small distance from the entrance it narrows to three miles, and then opens into a capacious bason, studded like Mahon with numerous and convenient caves, the surrounding country dotted with beautiful villages and country-houses surrounded by woods, and the Apennines, complete a scene partaking of the grand and delightful. The principal town is Linci, a small but handsome cove for vessels of two or three hundred tons, commanded by an elevated and antique tower, mounting nine eighteen-pounders on a platform, with a small half-moon fort to the southward; Espezzia at the head of the gulph, a considerable town, with two handsome churches, the streets narrow but uniform, surrounded by a wall flanked with turrets in the old stile of defence: Santa Maria, a hamlet, defended by a strong and elevated parallelogram, mounting twenty guns of different calibre, a ditch and some unimportant outworks. The last is Porto Veneris, before mentioned, the most considerable of the whole, with an extensive trade. The fine situation of this gulph had determined Buonaparte on making it the Toulon of Italy; a mole of no great extent would have made it the most convenient harbour in Europe; this, like many other great designs, will finish by his fall.

On the arrival of Sir Josias, he found Captain Dundas with the Edinburgh and Swallow most actively engaged in the annoyance of the enemy, who having abandoned the forts near Linci (of which we had taken possession) evinced an anxiety to gain possession of them, Lieutenant Rivers, Royal Marines, by a rapid movement succeeded in throwing himself with his party into the trench, and closed the gates against them; the enemy, consisting of 65 regulars of the 102d, 45 drummers, and 25 preporas, formed in the square. Captain Dundas telegraphed "I think the marines may cut off their retreat." It must here be observed, that a military road close to the sea encircles the gulph, completing a communication between all the towns, a landing therefore to the northward of Linci, near Sanzana, would have eventually shut this small force in with the division of General Montresor, who, having succeeded in crossing the river, was rapidly moving on the town.

The boats armed with guns, and the marines under Captain Rea proceeded to the mole, Sir Josias having resolved to dislodge them in the first instance, a heavy fire of shot and shell was opened from the whole; the marines landed, the enemy retreated in good order, their van being covered by the woods a pursuit was not attempted; a few musquet shot were exchanged at the half moon, between a party of seamen under Mr. Breary and the rear. On the morning of the 26th they abandoned Spezzia, and placing a small garrison in Fort Santa Maria, took part on the hills* above Veneris, leaving their sick in the hospitals; a part cut off, from this division retreated towards Alessandria. A man-of-war brig lay under the guns of the fort in the exact spot where La Modeste, French frigate, had been cut out by Admiral Gell several years before; the guard boats in the night were so close, as to hear the preparations for scutling her; a spirited officer would have seized this opportunity of distinguishing himself by her capture, in the morning she sunk to her top-mast head; during the day the boats were employed in dismantling the different forts; in the hurry of demolition, the guns of one mounting three eighteen pounders, and two howitzers, that completely commanded Santa Maria were dismounted. Four days of excessive labour were required to replace them; the exertions of Mr. Glen, master, Gibson, boatswain, Anderson, gunner, in remounting them, and drilling the spikes were most laborious; at noon, General Montresor with the advanced guard entered Spezzia, after a most fatiguing march; a detachment was immediately pushed on to Santa Maria; on its being invested, Lieutenant Monk Mason of H.M.S. America, was sent with a summons offering the most favourable terms. Captain Matteux, the commandant, declared his honor was pledged to defend it to extremity; preparations were made for besieging it in form: Captain Tylden, of the engineers, marked the scite for five field works, of two guns each.

On the morning of the 28th, the advance were pushed towards Corniglia. Ten eighteen and twenty-four pounders were landed and dragged to the heights by the seamen under Captain Dundas, by exertions the most unremitting and resolute. The detachment under Lieutenant Mapleton were employed forming the works; their exertions were materially facilitated by the thickness of the woods, and the want of a telescope by the enemy; several boats with supplies were captured. The Greek sharp shooters having pushed under the walls of the fort, a sortie was made by the enemy, who succeeded in obliging them to fall back, the immediate advance of the marines under Captain Rea checked them. The Cephalus, Captain Flim, having arrived at noon, a twenty-four pounder was placed at his disposal; during the whole of the night the seamen were continually employed in mounting the guns, superintended by Major Pym, and Captain Tylden; at day-light, on the 29th, the squadron were reinforced by H. M. ships Berwick and Aboukir, with the first division of gun-boats, commanded by Lieutenant Le Hunte. Every thing being completed, Lieutenant Mason was again dispatched to the fort, the Commandant persisted in his resolution. Sir Josias Rowley, accompanied by Captain Brace, had also an interview, but without success; two men were killed in an advanced battery by a chance shot; at three in the afternoon the whole of the batteries were unmasked, and with the gun-boats immediately opened; the fire was returned with great spirit by the fort, it continued during the night; at day-light it raged with the utmost fury; the Greeks, supported by the marines, pushed under the old wall, maintaining a well directed fire of musquetry; Lieutenant Le Hunt, with the gun-boats, pulled under the sea-gate, destroying it with his guns. [To be continued.]

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* Their left on the Vara, their right near Corneglia.

HYDROGRAPHY, PILOTAGE, &c.

EUROPE.

FRANCE.

List of the Members who compose the Board of Longitude at Paris, 1816.

Geometers.

COUNT LAPLACE, Senator. Chevalier LEGENDRE.

Astronomers.

Chevalier DELAMBRE. CHARLES MESSIER. ALEXIS BOUVARD. MICHEL LEFRANÇAIS LALANDE.

Navigators.

ROSSEL. Count ROSILY, (vice-admiral.)

Geographer.

JEAN-NICOLAS BUACHE.

Artist.

(Vacant.)

Supernumerary.

RICHE PRONY.

Deputy-Astronomers.

JEAN-CHARLES BURCKHARDT. JEAN-BAPTISTE BIOT. FRANÇOIS ARAGO. SIMEON-DENIS POISSON.

AFRIC.

SEYCHELLE ISLANDS AND BANK.*

As very little is generally known relative to the Seychelle Islands, and as their interest to England is considerably increased by the late treaty of peace, we subjoin an accurate account of them. We are indebted to the kindness of a friend for this account, which was taken on a recent survey of the Seychelles by a late intelligent and enterprising officer of the royal navy.

This Archipelagic group derives its name from Monsieur MOREAU de SEYCHELLE, a principal officer of the French East India Company at the time of its discovery, and consists of about a dozen small islands, and as many more inlets and rocks, scattered upon a large coral and sand bank, extending S.E. and N.W. full seventy leagues; its breadth various, being broadest to the N.W. where it may be about 30 leagues; and thence gradually diminishing to the S.E. where it does not exceed as many miles; there are soundings and anchorage on almost every part of it, the former very irregular, but generally speaking between 12 and 40 fathoms, except on the eastern edge, in the parallel of the middle of Mahé, where there is only 7½, and on the western limit, in the latitude of Silhouette, where there is only 3½ fathoms, at least less than that has not yet been discovered; there are scarcely any dangers on it that do not shew themselves.

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* N. C. xxvi, 477.

Three of the islands only are inhabited, Mahé, Praslin, and La Digue.

Mahé, named after Monsieur Mahé de la Bourdonnaye, is the largest, most populous, and of course best cultivated, of the whole; it is 16 or 17 miles in length, and generally about four broad; it has two good harbours, that of Mahé on the N.E. side of the island, where is the principal, indeed the only village, and the resident of the commandant; and another, on the S.W. side, both perfectly secure, its population amounts to about 2648 persons.

Praslin (from the minister of that name), is the next island in size, and in population, to that of Mahé; and it has an excellent harbour on its north side, sheltered by the Isle Curieuse; the population of this island amounts to about 261 persons.

La Digue (so called from a ship of that name), has only 71 inhabitants.

These three islands are high and rocky, and generally speaking poor, steril, and barren; save only where a small valley, or sheltered glen, may have secured the soil from being washed down its steep declivities, by the heavy rains, in the wet season; on such spots, the inhabitants rear their provisions, and cultivate generally cotton, with a small quantity of sugar canes, and some coffee and cloves.

The sea abounds with fish, and turtle are plentiful, but they are more abundant in the neighbouring Admiralty islands to the S.W.

There are about six decked vessels belonging to the inhabitants of these islands, the largest about 80, and the smallest about 20 tons: by means of which they exchange their productions with the inhabitants of the Isles of France and Bourbon, and trade to Madagascar, and the Mozambique coast, and, occasionally, to either coast of India.

To give a general idea of the present state of the population and cultivation of these islands, at one view, I transcribe a general return for the last year.

White Population.		
Men	97	340
Women	59	
Boys	107	
Girls	77	
Free People of Colour.		
Men	18	141
Women	39	
Boys	54	
Girls	30	
Slaves.		
Males and Females		2533
Total		3014

Cultivation	Acres in provisions	2432	5372
	Do. in cotton	2720	
	Do. in sugar canes	220	
	Feet in coffee	4000	7000
	Do. in cloves	3000	
Cattle, &c.	Horned cattle	300	1550
	Sheep	300	
	Goats	150	
	Hogs	800	

besides turkies, geese, ducks, fowls, pigeons, vegetables, and fruit, in great abundance.

That these islands were of great importance to France, while that power possessed those of the Isles of France and Bourbon, there cannot be the least doubt; not only as affording facilities for the annoyance of our trade in the East, but, also, as being admirably placed to keep up a constant communication between those islands and the court of Persia, if the latter should, at any time, have entered into the hostile views of our arch enemy of Corsica against the British power in the East.

But that any material advantages be likely to accrue, either to the colony of the Mauritius, or to Great Britain in general, from intercourse with, or possession of, the Seychelle islands, other than that of keeping the enemy out of them, I cannot possibly foresee.

These islands have been inhabited about 40 years, and the oldest inhabitant says, that he does not remember a gale of wind; it is a phœnomenon unknown to them; they therefore afford security, at a particular season of the year, to vessels that might be otherwise exposed to the destructive hurricanes off the Isles of France and Bourbon.

Gun-shot wounds and cuts heal uncommonly well here; and the climate, though necessarily hot from the proximity of the equator, may be reckoned very healthy.

I shall, before I close, beg leave to call your attention to the Admiralty Islands, lying a small distance to the S.W. of Seychelle Islands.

This groupe is so exceedingly ill placed in all charts,* both with respect to longitude, and their respective bearings from each other, that no vessel can navigate with safety in that neighbourhood; whereas, if a couple of small schooners were employed by government a few months in surveying them, their actual position would be easily ascertained; and if an European vessel, in consequence of such survey, be preserved from shipwreck, more than the expense of the survey (independent of preserving men's lives) will have been saved.

Live Cattle.

There is about two hundred head of bullocks, and about one hundred sheep; the inhabitants could spare to ships in distress about 20 bullocks, and about 60 sheep; it would take some years to replace the latter.

Poultry.

One hundred dozen ducks, fowls, and turkies, might be procured here. There are no other animals of any kind upon these islands but rats, which are in abundance; there is no game of any kind, and but few birds, pigeons, doves, and paroquets, seen the principal; there is no wheat grows in these islands; they raise Indian corn, Cassava root, and a sufficient quantity of rice just to supply their own wants, and feed their slaves; but I do not think at any time you could purchase 10 bags of rice; the whole inhabitants might collect ten thousand pounds weight in grain out of their different stores to ships in distress.

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* Except in Horsburgh's chart of the Arabian Sea and Indian Ocean, published in February, 1816. See N. C. xxxv, 150.—(Hydrographer.)

There are great variety of fish at all these islands, and seemingly very fine; salt is very scarce, consequently they are only for immediate use.

Turtle, amongst the neighbouring islands, are very plentiful; but they are all large, in general about 5 to 600 weight, the price of these is five dollars each, smaller ones three each, but there is no demand for them; were they wanted in quantity, you would have occasion to give them some days notice to catch them.

The inhabitants say, that they used to have very fine large turtles in great abundance, but that they are nearly all consumed, and can only now and then be got, two or three at a time.

Oysters are here in abundance, and the inhabitants say that they are very wholesome, but they are too small to take the trouble to eat them—they are picked off small trees within the flood-mark; there are likewise sea crabs here very large, but not very good.

There are no vegetables here of any kind, without you include the sweet potatos or manioc, or some bad French beans. There is no reason for this, but the negligence of the inhabitants, and the little intercourse they have with the world, which renders them extremely indifferent about most comforts of this kind.

Fruit does not appear to be plentiful, or good; pine-apples, plantains, and bad mangoes, seem to be the principal; there are a few grapes, and a few mellons; this must be owing to the extreme indolence of the inhabitants.

These islands do not appear fit for the cultivation of any thing but cotton, and but very little of that: there is not an acre of level ground upon the whole island, and hardly any soil; it is all mountainous, full of rocks and trees, and the heavy rains wash down the mountains the principal of the mould.

The annual produce of cotton upon Mahé and Praslin at present, is about 350 to 400 bales, each bale weighing about 300 pounds, and the islands are not capable of producing more than 20 per cent. above this, nor are they capable of producing any thing else as a matter of commerce. The inhabitants have begun to plant coffee, and will have sufficient for their own consumption in 12 or 14 months; there it must rest, as it never can be an article of exportation. Cloves and cinnamon thrive here uncommonly well, and were there any grounds to plant them, wonld turn to account.

Tortoise shell, there is a few pounds to be picked up occasionally, but not sufficient to consider it as an article of commerce.

The harbour is very good, and no sea nor wind can hurt you, when in the entrance to the inner harbour it is narrow, and you must warp or tow in, should you not have a leading wind.

There is some very good wood for furniture, and different purposes, such as have building, sheathing for ships, ship-beams, and all of which would be at a very moderate price, but for the difficulty of transporting it out amongst the rocks to the water-side.

The inhabitants of these islands have very few wants, and are in general very poor; they have no money, and the little traffic they have is carried on in cotton, at so many pounds to the dollar; they consequently do not care about selling it, and there is only two or three inhabitants that can collect it in consequence, and they are the only people that ever can realize any property upon these islands. It seems of little consequence to them, as I do not think there is five men of the whole who have an idea of ever quitting the island. The principal people here say, their only reason for coming to settle at these islands, was to live retired from the world, and gain a bare existence; some of them unfortunate, and had lost all their property, and were disgusted with the world, and after remaining some time, found the cotton plant grow very luxuriant, and have carried on the cultivation of it to a certain extent, and some of them now have from 150 to 200 slaves at work, and will be soon men of fortune. The climate is such, they have no occasion for clothes, their principal wants are some white cloth, and some blue *dungeree*, or blue cloth *(Pondicherry)*. The Slaves wear nothing but a small piece of blue cloth, I should think one yard would serve them one year; they pay no kind of respect to dress; you will see the most respectable amongst them going without shoes, and some of them with half shoes tied on their feet with strings; all this is from custom, and having no communication with the world.

Nevertheless, the people in general live very well, are rather hospitable, and have abundance at their tables, but it is chiefly the produce of their own plantations.

You may purchase stock at the following prices:—

Fowls 4, one Spanish dollar.

Ducks 2, one dollar.

Turkies 8, for 12 dollars.

Sheep 1, for 4 to 6 dollars.

Good beef was killed and sold, 10 pounds for one dollar.

The annual quantity of cotton produced at the two islands is 440 bales."

The Seychelles, or Mahé, a group of about twenty islands, on a bank which extends east from Mahé island forty leagues, with from ten to thirty-five fathoms, on which are vast shoals of fish. These islands were discovered in 1743, by a French ship, and named after Mahé de la Bourdonnaye, then governor of the Mauritius. These islands are woody, but very healthy; they have no wild animals except the land-tortoise, nor any venomous reptile.

Mahé, the principal island, is sixteen miles long, and five broad. It is hilly, but with fertile plains and vallies; on it is the chief French settlement, consisting of about 100 families, with upwards of 1000 negro slaves. The island produces cotton, rice, and other corn, sugar cane, some cloves and nutmegs, of which the plants were introduced from the Moluccas, besides all the fruits and roots of the tropics. Mahé has a good road, and a little harbour, within banks.

Praslin, a high island, and next in size to Mahé, from which it is eight leagues distant: it has a good road on the north, sheltered by the little island Curieuse. It has some French families.

Silhouette is the third in size, and is six leagues N.W. of Mahé. All the other islands are small, generally low, and surrounded by reefs: the easternmost are named Frigate Island, Three Sisters, Felicité, and Marianne. The north-easternmost is Denis, or Orixa Island, and the northernmost Sea-Cow, or Bird's Island, very low, and with only shrubs. It has its name of Sea-Cow from being frequented by the Manati.

St. Trouis, or Coetivy Island, is very small, in latitude 7° 12′ south, 56° 22′ east. The Fortune bank, or shoal, with breakers, is in the same parallel, and in 57° 38′ east—(TUCKEY's *Maritime Geography.*)

Seychelle's Island, an island in the Indian Ocean, is in lat. 4° 37′ S. and long. 55° 38′ and has high water on full and change days at half past 5 o'clock.

Sea Cows Islands, so called, in the Indian Ocean, are in lat. 3° 36′ S. and long. 50° 41′.—(MALHAM's *Gazetteer.*)

OCEANIC CURRENTS.

TO ALL NAVIGATORS FROM THE ATLANTIC OCEAN TO THE WESTERN SHORES OF EUROPE; BUT MORE PARTICULARLY TO THOSE OF GREAT BRITAIN, AND TO THE ENGLISH AND BRISTOL CHANNELS.

Causes of the numerous Shipwrecks on the Scilly Islands, at Mount's Bay, in Cornwall, and on the western coasts of Great Britain; but more particularly in the English Channel.

ALL vessels, which are bound to the western shores of Great Britain, from the Atlantic Ocean, will always be subject to that disaster, without care and attention to the circumstances explained hereafter; for they will always be more or less a-head of their reckoning, and, of course, will be liable to be on shore before they conjecture themselves to be near the land. This was, no doubt, the cause of the loss of Admiral SHOVEL, in the Association, with the Eagle and Romney in company, on the 22d of October, 1707: for, by our naval history it appears, they brought-to on that day, and lay by till sun-set, when they made sail for the English Channel, supposing, no doubt, they had space enough to run till day-light, without getting into danger: but they were cast away in the night on the rocks of Scilly, and every soul perished; whereas, had they sounded at sun-set, prior to their making sail, they might have known they had not sufficient run for the night. The depth of water at sun-set, to the best of my recollection, which will insure them safety in the longest night's run towards the English Channel, should be not less than seventy-five fathoms: of course, more than that depth, or having no soundings, will put them out of all doubt; but, of this exact depth, attention to their charts must caution them, lest my memory should be in error. The mischief arises from vessels persisting to run by their reckoning, without sounding ; more particularly are they tempted to this, if they have had fine weather in navigating the Atlantic Ocean, and of course, confide more in their reckoning.

The reason vessels coming from the westward will always be far a-head of their reckoning, say one hundred leagues, more or less, is owing to the effect of the Gulph of Florida stream ; and how that operates, I will endeavour to explain, hoping the apparent simplicity of my description will be excused by all who think it puerily so, as it is meant to explain this phenomenon to all capacities, and particularly to those who may never have attended to the hydrography of Mexico. The Florida stream runs with more or less velocity, according to circumstances, to be explained hereafter, from out of the Gulph of Mexico, between the Bahama Islands and the coast of East Florida ; and on its arriving as far north as the north part of the Bahama Islands, it takes a more easterly direction, to restore the level of the Atlantic Ocean, deranged by the trade winds, as will appear hereafter ; and the influence it has in carrying vessels to the eastward faster than they seem to run by their log is, without doubt, the cause of the numerous accidents which have already happened, and will happen in future, unless proper caution is observed.

All geographers know that the winds, called trade-winds, blow from the eastward, between the tropic of Cancer and the tropic of Capricorn, generally about nine months in the year, and they are the cause of the Gulph of Florida stream ; for they drive before them all the surface of the Atlantic Ocean, and that with a velocity, and in a quantity greater or less, in proportion to their strength. I have been in the Atlantic ocean, when, during near two months, we could not set a topsail, it blew so strong. And I have, at another time, crossed the Atlantic ocean, when, I may almost say, I could have carried a lighted candle in my hand, without a lantern, all the time, and it would not have blown out. The strength of the stream, therefore, must vary, and will cause an effect equally uncertain. This current it is, which forcing its way into the Atlantic ocean, to restore the level interrupted by the trade winds, by a current inclining more easterly as it gets clear of the Bahama islands, carries the vessels a-head of the reckoning. To explain this more familiarly, let one of us fill a basin with water to the brim, then blow strong on the surface, and the water will run over on the opposite side of the basin to which we blow, by little waves raised by the blowing. Take some of the water out of the basin, and then on the opposite side to that on which we blow, the little waves will rise against the side of the basin, and the surface of the water being raised thereby, it will find its level again by escaping on the sides of the basin, each way : but let a card, or some other obstacle, be put on one side, and the whole quantity will escape on the other side, to produce a level. Just so it is with the water forced into the Gulph of Mexico by the trade winds ; for, as it cannot find its level by escaping on both sides, from the gulph, owing to the north coast of South-America extending so far to the eastward, as again to meet the trade-winds, it all, therefore, escapes on the north side, and takes its course along the east coast of Florida, until it passes the Bahama islands, and then, as I have said, forces its way into the Atlantic ocean, to restore the level interrupted by the trade winds. It cannot escape between the Islands, because it meets the trade winds again. This current it is, which forcing its way into the Atlantic ocean, governs the navigation of that sea, and carries vessels so much to the eastward of their reckoning, that they approach the western shores of Europe before they are aware of it; and the weather very frequently proves so hazy and cloudy, that no observations can be taken to correct their longitude, before they get into soundings. I have been informed, in the west of England, that a vessel has been known (the name of which was mentioned to me) to have run on shore on the north coast of Devonshire, with all her small sails set, in the night time, right before the wind. The frequency of wreck, on those shores, is but too well ascertained by the many melancholy accounts which our naval history affords.

Vessels coming from the westward should, therefore, always sound at sun-set, whenever they get within one hundred leagues of Scilly by their reckoning; and the depth of water, or having no soundings, will ascertain what sail they may carry in the longest night, without getting into danger before morning. But the misfortune is, vessels will habitually depend on their reckoning, and run for the English or Bristol channels without sounding, more especially if they happen to have had mild weather on their voyage. I, myself, in a two-decked ship, was near being on the rocks of Scilly, when coming from the West Indies.

The loss of the Alexander, East Indiaman, off Portland, on the 25th of March, 1815, when every soul on board perished, gave rise to the publication of these observations; which, though they may not possess much merit, it is hoped will not bring into contempt the humble exertions of

An Admiral of the White.

Addendum to Vol. XXXIV.

WHEREAS, by an unaccountable omission, no notice at all was taken of the standing head "*Hydrography*," in the index to the last half-yearly volume of the Naval Chronicle: therefore, considering the practical importance of the subject, and in justice to his own zealous industry, the HYDROGRAPHER has deemed it expedient and requisite to make good that deficiency, by inserting in the present first disposable space of the hydrographic section, a list of the articles so left out: *viz.*

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NAVAL LITERATURE.

Remains of the late John Tweddell, *Fellow of Trinity College, Cambridge; being a Selection of his Letters, written from various Parts of the Continent, together with a Republication of his Prolusiones Juveniles; to which is adjoined, an Appendix, containing some Account of the Author's Journals, MSS. Collections, Drawings, &c. and of their extraordinary Disappearance. Prefixed is a brief Biographical Memoir* by the Editor, the Rev. Robert Tweddell, A.M. Illustrated with Portraits, picturesque Views and Maps. London: Mawman. 1815. 4to. pp. 480 and 160. price *3l. 3s.*

[Continued from page 253.]

IN tracing the course of our learned and philosophic traveller, we find him, on the 30th August, 1797, at Stockholm, the capital of a country justly famed for the heroism of many of its sovereigns, and its exertions in the cause of liberty against tyranny. The character of a people so consonant with the principles of Mr. Tweddell, and its historic records of it so honorably illustrative of the same, must doubtless have afforded him a subject of grateful contemplation; we find, however, in his letter to Mr. Losh, nothing more than a few local observations, and an expression of regret at the absence of the young king, but whether from having recorded the subject more amply in his journal, or from respect for his character, or merely that it defeated his intention of being presented to him, does not appear—"He is," says Mr. Tweddell, "I am told, a very interesting young man. His reforms are very great, that is in point of expense—they were absolutely necessary." The Editor, who goes a little farther into his character, seems to have a less favorable opinion of it:—

"That the earliest developement of his character," says this gentleman, "presented some amiable features, is easily credible; but the reader who will be at the pains to consult the vith and viith chapters of Dr. Thomson's "*Travels*," will find the most satisfactory evidence that his imbecility of mind, and extravagant violence of temper were such, as must, in a very short time, have wrought the certain and absolute destruction of his kingdom. There seems to have been a strong similarity, in some respects, between this prince and the late Emperor Paul of Russia; and in nothing more than in their common propensity (indicative always of weak minds) of attaching importance to trifling things, and, in particular, expending a main part of their royal solicitude in contriving new and fantastic modes of dress for the military. When the supplementary troops were raised for the defense of the kingdom, at the time of the invasion of Finland, he actually spent a great part of a year in devising a proper shape for their coats, whilst the recruits remained all the while so destitute of the most necessary comforts, that several of them actually perished from cold and hunger. He abdicated his throne on the 29th of March, 1809: and it is asserted in an account of his deposition, published 1813, that the act of abdication was composed by himself. Like all kings who have ceased to be sovereigns *de facto*, GUSTAVUS-ADOLPHUS has lost his admirers and followers: the innumerable eyes which six years ago were turned towards him, can hardly now (but for his occasional newspaper notifications) discern whereabouts he has taken shelter: but the fact of his uncontrolled choice of a residence (liberal provisions at the same time being made for him and his family) offers a remarkable confutation of the antient saying, that there is but a short step from the prison to the grave of him who has worn a crown."—(ED.)

Of the assassination of the late king, Mr. T. says, "the event, in itself, was fortunate for the country: his extravagance would soon have ruined it." Ankerstroem himself calls him the scourge of his country; which would imply something less venial, more of fault, than failing in the king's character. A representation of Ankerstroem, in one of his stages of punishment, is prefixed to this part of the volume, with an inscription, literally translated from that of the Swedish original print.

Mr. Tweddell dates his next letter Petersburg, September 27, 1797, at which place he had then been a fortnight. This letter, as the former, is written to his principal correspondent, Mr. Losh.

"I am now, my dear LOSH, on the eve of pursuing those projects, about which I have talked so long, and against which I have been so strongly dissuaded by many of my very good friends. But the man who is least of all bigoted to his own imaginations, will sometimes feel himself decided in favour of them by an inward sense of his own situation, which, perhaps, he would find it difficult to explain to the complete satisfaction of any other person. As for myself, the full conviction that I can be of no use in England; that I have few enjoyments to expect there; and the impossibility of travelling in any part of Europe where I have not already been, except that whither I am now going, determine me to leave Petersburg the day after to-morrow, to visit the Crimea, Turkey, and Greece. The last news from Paris seems to remove peace farther than ever. You know at the time that I write this, that BARTHELEMY is arrested. PICHEGRU will certainly be guillotined; I have long myself known of his correspondence with the *émigrés*. But I will not talk of politics—Confusion and blood will, I fear, be the consequence of all this—wretched humanity! Among the friends, however, whom I have consulted upon, or rather to whom I have imparted my eastern schemes, there are some who are far from dissuading me from them. In short, my dear LOSH, I see no reason in the world for returning to England: were there any great and powerful call for my return, I would subdue my own feelings, and have regard to it: now, there is no such call that I see; France and Italy are out of the question; I must see the East now or never; for, as to the idea that, if I returned home now, I might realise my present projects hereafter, do not believe it. I persuade myself, indeed, that could we, as I wish we could, talk over this subject for half an hour, we should be altogether of one opinion upon it.

Under all circumstances, therefore, I set out, as I before said, on the 29th of this month, for the Crimea; from thence I shall go to the Duke of POLIGNAC's; and from thence by Yassi, Bender, Ismaël, over Mount Haemus, to Adrianople, and so to the 'Sublime Porte.' A great part of this road I must ride on horseback, both on account of personal safety from the banditti which infest Mount

Haemus, or the Balkan,* (who seldom attack horse-passengers, especially if accompanied by a janissary, and three or four guards), and also as travelling in carriages is extremely slow, as well as expensive, in these parts."

To this letter the Editor has subjoined the following note respecting the unfortunate Pichegru:—

" Pichegru.—In a work recently published, of, perhaps, apocryphal authority, entitled " *Memoires secretes de* Napoleon Buonaparte, &c." an exact detail is given of the supposed murder of that gallant general in his prison, by Mamelukes employed for the purpose by the late sanguinary Ruler of France. The memory of this warrior ought to be cherished by Englishmen, above all, for his upright, humane, and manly opposition to the execution of the decree of the French National Convention, ordaining the summary infliction of the pain of death upon all English, Hanoverians, and French emigrants, taken in arms.

" ' Pichegru :—*est né à Arbois, en* 1761. *Il a fait ses premieres études au college d'Arbois, et sa philosophie chez les Minimes de cette petite ville. Ayant soutenu un acte particulier, et montrant un goût décidé pour les sciences exactes, les Minimes l'engagerent à aller répéter la philosophie et les mathematiques dans le college qu'ils avoient à Brienne. En enseignant les mathematiques aux autres,* Pichegru *s'étoit lui-méme fortifié dans cette science. Il s'enrola dans le premier regiment d'artillerie. Les officiers de ce corps ne tarderent pas à s'appercevoir que ce jeune homme avoit porté des connoissances précieuses dans l'art de l'artilleur. Ils le nommerent sergent. On sait qu' alors c'etoit un grand cadeau à faire à un roturier [et que c'étoit l'*ultimatum *de son avancement, parce que la noblesse étoit aussi exclusive que les jacobins.] La revolution est survenue ;* Pichegru, *sans trop frequenter les proconsuls, qu' il n'estimoit pas, en a été connu, et il est monté de grade en grade au généralat de trois grandes armées, et les a aussi bien conduites que s'il avoit été tiré de la cuisse de Jupiter. Sa figure est sévère, au primier abord ; mais elle s'adoucit dans la communication, et inspire la plus grand confiance. Sa politesse ne ressemble point à celle qu'on nomme d'etiquette, qui n'est ordinairement qu' une duplicité et une fourberie. La sienne et sans affectation. On voit qu'il est franchement obligeant, et qu'il est naturellement bon.*"—[See *Hist. Chron. de l'Armeé du Nord,* p. 240.] (Ed.)

On the 28th of November, Mr. Tweddell dates a letter to his father from Nicolaiev; which, though it contains little worthy of remark to the reader, will give him cause to regret the unfortunate and unaccountable disappearance of Mr. Tweddell's manuscripts and drawings. We shall, however, give the letter, which is but short, for the sake of introducing the characteristic notice of Admiral Mordvinov:—

" my dear father, " *Nicolaiev,* 28*th Nov.* 1797.

" I am just returned from my tour in the Crimea, where the beauty of the country, and the delightful climate, notwithstanding the advanced season, detained me longer than I expected. I have made and procured drawings of many situations, the representation of which will, I hope, one day afford you pleasure. *The different costumes of the Tartars, Cosaks, Calmucks, &c. have been drawn for me during my absence from Simpheropol, by a painter in the service of Professor* PALLAS, *and they are executed in a very masterly manner.* I am now at the house of Admiral MORDVINOV,* the commander of the fleet of the Black Sea. There have been some little disturbances in the Turkish provinces; but of the same nature, and of no other extent, than is usual in the Ottoman government—a few Pashas lose their heads, and peace is restored. I beg, therefore, that you will have no inquietude on my account: I am too grateful for the anxiety which your affection creates, to give birth to it unnecessarily. I will write to you from Woitovka, the Duke of POLIGNAC's, and more frequently than usual, because I must count upon one-half of my letters miscarrying. This, however, will be one reason why they will not be so long, as such uncertainty damps the ardor of communication.† I have seldom spent a week more pleasantly than that which I passed with Mr. and Madame PALLAS, at Simpheropol, on my return from the southern coast. During five days that I was on horseback, and slept upon the southern mountains among the Tartars, I never met with more hospitality in my life.

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* Balkan :—A name which the Turks give to the mountains of Thrace; and, in general, to all high chains of mountains. The ridge of the Balkan presents many ruins of antient houses, and numerous excavations in the steepest rocks (supposed by some to have been the strong holds of the Genoese, and by others to have been used as repositories of the dead, by the ancient inhabitants of the country). In the highest region of these mountains Baron De Tott found the flowers of violets in abundance, at a time when the roots and leaves were in part concealed by snow—forming, as he expresses it, a natural carpet, not less astonishing than delightful. (Ed.)

J. T."

[To be continued.]

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* Admiral NICOLAI MORDVINOV—resided at the village of Egis-Oba. His character is thus sketched by the learned historiographer of the Crimea:—"Admiral M. is one of those few noblemen who possess the talent of employing their fortunes to the advantage of their native country, and their fellow-subjects. Having evinced this excellent disposition on many occasions, and in various situations, both in public service and during his philosophical retirement, he has likewise sacrificed his private emolument to the benefit of the common weal, by establishing in this village, first, a manufactory of malleable iron, with a locksmith's shop; next, a valuable tannery, under the superintendance of a german master; and especially an excellent nursery of the best sorts of indigenous and exotic fruit-trees;"—" hence this place has obtained great celebrity by the aromatic apples of Sinap, which are annually conveyed by land-carriage to Moscow, and even to Petersburg."—[See vol. ii. pp. 39 and 40.] The Editor cannot bring himself to take leave of this name without referring the reader to page 604 of the 1st volume of Dr. CLARKE's *Travels*, for an interesting account of the last malady and death of our philanthropic countryman, HOWARD, at Kherson, and of the praise-worthy conduct of Admiral MORDVINOV on that occasion: the former part is remarkable for giving us the first genuine details of that event, related in a manner to awaken lively sympathy; and the latter makes known the existence of a debt of national gratitude towards the worthy Russian Admiral, which few among us have been aware of hitherto (*a*).

† This sufficiently accounts for the unusual brevity and imperfection of Mr. TWEDDELL's communications from the Crimea; another reason was, that he had prepared a very complete journal of all he had seen in that country.

(*a*) Vide 𝔑. 𝔆. Vol. xxiv. p. 484, for an account of the Admiral's respectful attention to our great philanthropist, HOWARD.

A Biographical Memoir of the late Sir PETER PARKER, *Bart. Captain of H.M.S. Menelaus, of* 38 *guns; killed in Action while Storming the American Camp at Bellair, near Baltimore, on the* 31*st of August*, 1814. London: published by Longman, Hurst, Rees, Orme, and Brown. 1815.

THE achievements of martial heroism, divested of their beneficial consequences in procuring intervals of peace to a jarring world, would be revolting to humanity. But when the evil passions of mankind make head against the just rights and interests of nations, when the lives and properties of their inhabitants are to be defended from hostile rapine and slaughter, how noble the character of those who undertake such defense—how strong the claim upon our gratitude, to those who step forth to shield us from destruction.

In the catalogue of Britain's illustrious defenders, the much-lamented subject of the volume now under our review was deservedly eminent. The zeal and ardor with which he executed the suggestions of his active mind, rarely failed of effect, although in the various instances of martial adventure which gave birth to his renown, he had often fearful odds to encounter, making up the deficiencies of numerical strength by a spirit of heroism which he had the happy art to transfuse into the bosoms of his faithful followers—we shall quote the following instances in support of our assertion:

" On the evening of the 3d of July, 1806, Captain Parker detached the boats of the Melpomene to cruise in shore, on the coast near Leghorn, under the command of Lieutenant Thompson, who was accompanied in the barge by Lieutenant Gascoigne, of the royal marines, and Mr. Butler, master's mate. On the morning of the 4th, several vessels appeared, and the boats separated in chase. After a long pull, the barge came up with a large French settee, armed with four 6-pounders, twelve mounted musketoons, and small arms. They were obliged to pull up in face of the enemy's fire; and so able was the defense, that before they could get alongside, Lieutenant Thompson and five seamen were killed, six desperately wounded, and several others disabled for the time. The ship and other boats were at a considerable distance; but the survivors persevered, and hooked on. Mr. Butler, Lieutenant Gascoigne, and Serjeant Thomas Milligan, were the only persons enabled to board, at which time the enemy's crew consisted of eighteen men, three of whom were killed, and fifteen made prisoners. The conduct of Serjeant Milligan peculiarly excited the admiration of his brave comrades and captain, and was most honorably reported to Sir Sidney Smith (under whose orders Captain Parker was acting) in a handsome letter from Captain Parker. Serjeant Milligan being in the bow of the barge, was the first man that boarded the settee; and, on his leaping on the deck, six muskets were presented in his face, the fatal effects of which he rapidly avoided, by throwing himself instantly into the midst of the enemy's crew. Owing to the number of killed and wounded in the barge, and the settee continuing under sail, only five men were able to follow the serjeant; and after some resistance, the enemy were obliged to retreat and disperse, and six of them leaped into their own boat, carrying their arms and ammunition with them. Serjeant Milligan pursued, and fearing that they might do considerable mischief if they pulled way from alongside with their muskets with them, and knowing that the barge could not follow, he jumped down into the middle of them. He was instantly seized and thrown overboard; but, in the struggle, grappled and carried one of the enemy with him, whom he killed in the water with his cutlass. The other boats of the Melpomene now coming up, every exertion was made to save Serjeant Milligan, who was seen swimming a-stern of the settee, apparently very faint, having received several wounds during the action. One of the lieutenants of the ship, seeing an oar close behind him, called to Milligan to get hold of it, in order to receive some assistance till the boat could get up to him, which afterwards picked him up. On his being asked, when safe on board, if he had gained the assistance of the oar floating by him, he replied—" No, Sir, I did not know the enemy had all surrendered; and I could not bear the idea of turning my back on the enemy's vessel." The Patriotic Fund rewarded this brave fellow with forty pounds. In this way did Captain Parker train his crew to the most spirited contempt of the enemy, and to the most daring feats in arms.

" On the 30th of January the Menelaus was sent, with the Curaçoa, Captain Towers, to take the look-out station off Toulon; and during the period Sir Peter Parker was employed on this service, as well as while he remained attached to the Mediterranean fleet, he was greatly distinguished for his activity and success in harassing the enemy.

" On the 29th of February, while proceeding to reconnoitre Villa Francha Genoa, the Menelaus chased a fine brig into the bay of Frejus, under the protection of three strong batteries; and, notwithstanding she brought-up with three anchors ahead, besides two hawsers, actually made fast to one of the batteries, and one under her bottom, Sir Peter was determined to endeavour to cut her out; and, accordingly, at eight in the evening, sent the boats, under the command of Lieutenant Mainwaring, to effect it; who succeeded in the most gallant style in bringing her off, through a severe fire from the batteries (two of which flanked each other), and small arms from the beach, without loss; the carronade in the launch having dismounted one of the largest guns in the nearest battery. She proved to be the St. Joseph, of 16 guns, from Genoa, and was laden with naval stores for the arsenal at Toulon.

" On the 19th of April Sir Peter Parker read to his ship's company the vote of thanks from Parliament, for their services at the Mauritius.

" On the 27th of the same month, while off Toulon, two French frigates, one of them of the largest class, were sent out in chase of the Menelaus; and, as Sir Peter Parker was to leeward, he immediately lay-to, to receive them, and cleared for action; his gallant spirit disdaining to consider them as his over-match. They came down under a press of sail; but, to the great surprise of all on board the Menelaus, at the moment when they were nearly within gun-shot, daunted by the more intrepid spirit of their adversary, they ignominiously hauled their wind, and ran into Toulon, under all sail, pursued by the Menelaus, which in vain endeavoured to bring them to action.

" On the 1st of May, the Menelaus being the in-shore frigate off Toulon, observed a frigate and a brig (La Pauline and L'Ecureuil, from the Adriatic) in Hiéres bay, standing with all sail for the Petite Passe. On seeing the Menelaus boldly stand in, with a view to cut them off, they hauled their wind under the three top-sails; until the French fleet, of eleven sail of the line, and six frigates, which came out for their protection, were so far advanced as to render them secure, when they immediately bore up with much promptitude. Sir Peter Parker then determined on making the effort, and he accordingly succeeded in bringing the Pauline and the Ecureuil to action, close under the batteries of Escamberon; the Menelaus then having a union jack suspended from each stay. The Menelaus was cut up exceedingly in her rigging, principally by the heavy fire of the batteries, which shot her foremast through and through; and, though it was kept together for the moment, by fishing it with capstan bars, she was obliged to haul off. At that time the whole French fleet were standing out, and three sail of the line were nearly in her wake. From the crippled condition of the Menelaus, serious doubts were entertained respecting her safety; for she was completely cut off, and, in fact, surrounded by the enemy at the mouth of their own harbour, the wind blowing very fresh from the eastward.

"The Pauline and brig, however, whose gaff had been shot away, shewed no desire to continue the action; for, instead of keeping engaged with the Menelaus, which would have ensured her capture, or, more probably, her destruction, they shamefully, with cries of '*Vive l'Empereur*,' ran into Toulon.

"From this desperate situation Sir Peter Parker extricated himself by a masterly manœuvre, which completely deceived the French admiral.

"Sir Peter Parker's object now was, to get to leeward of the enemy's fleet, where Admiral Hallowell's squadron was, hull down, consisting of the Malta, Kent, Centaur, and Repulse. In the crippled state of the Menelaus, however, this appeared impossible to effect. He resolved, therefore, to steer for the headmost ship of the enemy's line, which, instead of keeping her wind, and laying the Menelaus alongside, which she had it in her power to do, steered parallel. This was a fortunate circumstance; as, on her firing her broadside, and putting her helm down, the helm of the Menelaus instantly put a-weather, and she thereby got to leeward of the enemy's fleet, whither they were afraid to follow her, in consequence of the situation of Admiral Hallowell's squadron, though, beating with a strong lee current, they could not have given the Menelaus any assistance.

"The British fleet were seen only at intervals, to leeward, from the mast-head. It was now noon: the crew of the Menelaus turned to; got up another fore-top-mast; spliced and replaced her rigging (which had been shot to pieces by the frigate's grape, that also hulled her), and repaired her sails; and with top-gallant yards across, before sun-set, she reconnoitred over St. George's Gap. Such was the incomparable activity of her gallant officers and crew. The conduct of Sir Peter Parker, on this brilliant occasion, met the entire and cordial approbation, not only of the commander-in-chief, but excited the applause of the whole fleet. The masterly manœuvre, by which he so happily foiled the enemy, was universally extolled. The distinguished Admiral, third in command, is known to have expressed himself thus—'Captain Parker showed as much ability and judgment in working to windward of the enemy, as he had evinced gallantry and daring in pushing the first attack.'"

To extend our quotations, would only be to repeat instances of the same gallantry and general success, more or less complete; we shall, therefore, conclude our extracts with that noble instance of British courage, no less honourable to his brave men than to their illustrious Commander:—

"He had heard of the fall of Washington, and he had received intelligence, as we have stated, of a body of militia being encamped behind a wood near the beach, with a view of surprising any party he might land, of opening their artillery against his ship, and of endeavouring, under cover of their gun-boats, to effect their great object, by crossing the bay to the relief of Baltimore, if he could be found off his guard. Anxious to defeat their purpose, to drive them from a position which threatened the safety of the Menelaus, to procure intelligence for his admiral (an object, likewise, of much importance), and to produce on the enemy an impression favourable to the ulterior operations of our army and fleet, at that moment advancing against Baltimore, he determined, if possible, by a night attack, to surprise them, and storm their camp. As the service was of the most desperate nature, he resolved, as in the case of his intrepid and successful attack on St. Stefano, to head it himself. Accordingly, on the night of the 30th of August 1814, at eleven o'clock, his preparations being all ready, he landed a body of seamen, who had been previously well trained to the use of small arms, and a party of marines not exceeding, altogether, one hundred and forty men, formed into two divisions, headed by Lieutenants Crease and Pearce, and the whole commanded by himself. Having taken the look-out picquet, and one or two dragoons, they advanced in close column, with the deepest silence, for the enemy's camp, who, they found, had shifted his position. After a march of four miles, they found him drawn up on a plain, surrounded by woods, with his camp in the rear, and his strength (as was subsequently found by a flag of truce) consisting of five hundred militia, a troop of horse, and five pieces of artillery. He was formed in line and perfectly ready. Not a moment was now to be lost. Undaunted by this apparently overwhelming superiority of force, Sir Peter Parker determined upon an immediate attack. By a smart fire and instant charge, the enemy was driven from his position, completely routed, and compelled to a rapid retreat behind his artillery, where he again made a stand; one of his guns was captured, but again abandoned. The attack was instantly renewed with the same desperate gallantry, and (as Lieutenant Crease, whose brave and meritorious conduct was equally conspicuous, states, in his official letter to Sir Alexander Cochrane, as published in the London Gazette, on the 27th of September last)—'It was at this time, while animating his men in the most heroic manner, that Sir Peter Parker received his mortal wound, which obliged him to quit the field, and he expired in a few minutes.'

"The ball by which he fell, entered his right thigh and cut the main artery. On receiving his mortal wound he smiled and said—'They have hit me, Pearce, at last, but it is nothing; push on, my brave fellows, and follow me!' Cheering his men with such undaunted heroism of spirit, that even his dying accents may be said to have been strains of triumph.—The latter as enthusiastically returned his cheer. He advanced at their head a few paces further, when, staggering under the rapid flow of blood from his wound, he grew weak—fell into the arms of his second Lieutenant, Mr. Pearce—and, faintly desiring him to sound the bugle, to collect the men, and leave him on the field, he finally surrendered, without a sigh or a pang, his brave spirit to the mercy of heaven. His men collected around his body, and swore never to deliver it up to the enemy but with their lives. At this moment some gallant fellows bled and died around him.

"The conflict was now among these intrepid champions of their country's cause, who should bear off from the enemy the cherished remains of their Captain. At the head of these was lieutenant Pearce, whose bravery during the action had so nobly seconded Sir Peter Parker; who, aware of the distinguished abilities and merit of this excellent and rising young officer, had applied to the Admiralty to have him appointed to the Menelaus prior to her leaving England. On the retreat of the enemy, Lieutenant Pearce placed him on the shoulders of his men; who, relieving each other by turns, thus bore off to the shore (a distance of five miles) the body of their fallen and beloved commander.

"One of these, William Porrell, seaman, evinced on this occasion a personal bravery and attachment to his captain, that would have done credit to any mind. This man was near Sir Peter when he received the fatal wound, and immediately ran to his assistance, and supported him in his arms until further help was procured. The men who bore him off were changed, occasionally, but Porrell refused to quit the body a moment, and, unrelieved, sustained his portion of the weight to the shore. When it was suggested, by some present, that the enemy might rally and cut off their retreat, he exclaimed—'No d———d Yankee shall lay a hand on the body of my Captain while I have life or strength to defend it.'

"The intrepid spirit and unconquerable mind of another British sailor, named James Perring, equally merits here the meed of admiration. He was not above 24 years of age. Early in the Action he had been mortally wounded; under circumstances of peculiar suffering, and calling out to his companions to draw him aside and advance, he swore he would never become the prisoner of a Yankee. He, subsequently, crawled to a tree, against which, in great agony, he seated himself, with his cutlas in one hand and his pistol in the other. At day-light the Americans, finding the British had retreated, returned to the field of battle, for the humane purpose of collecting the wounded. They found Perring in this position, life ebbing fast away. They summoned him to surrender. He answered, no American should ever take him alive. They assured him they only came to carry him off to the hospital. He still persevered in refusing to receive succours from them. He was told, if he refused giving up his arms, they must fire on him. Collecting his remaining strength, he exclaimed—'Fire away, and be d——d! No Yankee shall ever take me alive; you will only shorten an hour's misery!' The Americans respected the heroism of this brave young man, and left him, unmolested, to expire on the field.

"Lieutenant Pearce, in announcing to Sir Peter Parker's family the afflicting intelligence of his heroic death, says—'We bore him from the field with a handful of gallant fellows, before a force four times superior; and it was the intention of every man to have perished, rather than give up the body of their dear brave captain. He has been embalmed and preserved, with an intent of sending him to England, as a token of their respect and regard for so dear a friend.'

"Thus fell the gallant Parker! truly styled by Mr. Whitbread, in a short but eloquent panegyric on his memory, on the 9th of November, 1814 (amidst the plaudits of the House of Commons), 'a Parker whom all must admire—cheering and animating his men to the advance, even after a mortal wound had arrested the ardent spirit of his heroism.' At the early age of twenty-eight years he met his glorious fate; fifteen of these had been actively passed in the service of his country. As few young men had ever more in their possession to render life desirable, so none ever parted with it more disinterestedly, or more honorably, or left behind them a more unstained reputation. He was a daring and finished seaman, as well as a most skilful and experienced naval officer, alike conversant with the theory and practice of naval tactics; full of resource in the hour of difficulty or danger, as he evinced on many trying occasions. It was in those difficult and perilous situations, to which officers of his profession are continually and more peculiarly exposed, that the mind of Sir Peter Parker rose to the crisis, and displayed that coolness of conduct, superiority of judgment, and fertility of resource, for which he was so greatly distinguished: and to which he was indebted for the confidence and exertions he inspired in these around him, whenever immediate difficulty or danger aroused the exercise of these commanding qualities. Accomplished as he was in every branch of his profession, in him, it may be truly said, the public has lost a most promising young officer, full of talent, zeal, and heroism of character; 'whose only fault, if it may be deemed so, was an excess of gallantry, enterprise, and devotion to the service;' and who, if it had pleased divine Providence to have prolonged his valuable life, was eminently fitted to have increased the naval glories of his country, and, as he rose in his profession, to have emblazoned the annals of her fame. If, in the mode of his death, he has left any thing to regret, it is, that, from the more peculiar nature of the American war, which required the services of naval captains frequently on shore as well as at sea, he did not fall on that more appropriate element on which he had already acquired such merited distinction. But the dispensations of Heaven are for ever just, and the duties of the hero fordid him to choose the moment or the manner of his death. To die for our country is the part of the patriot; and in what way the sacrifice is made, is indifferent to him, if the offering be grateful to his fellow-citizens. No man ever felt more powerfully the influence of this noble sentiment than Sir Peter Parker; whose endowments of mind fashioned him as much to admire its beauty, as to act from its impulse; it was imperative on his heart, which was stamped with the noblest allegiance and affection for his country. This duty he has greatly performed, sacrificing to it all the ties which give a charm and value to human existence, and, finally, that existence itself. Already a grave of glory is his; and the tears of his friends, and the regrets of his country, have enshrined his fall. Yes, gallant and heroic spirit! high shalt thou stand in the list of those virtuous and intrepid youthful heroes, who, with every thing to render life desirable, shrink not from its sacrifice, when it can be offered up on the altar of glory, in the sacred cause of their king and country. Time shall surround thy services with unceasing respect; and the recording annals of a grateful country shall embalm thy memory with perpetual fame!"

[To be continued.]

NAVAL HISTORY OF THE PRESENT YEAR, 1816.

(*March—April.*)

RETROSPECTIVE AND MISCELLANEOUS.

IN a preceding part of our Publication (page 240), we recorded the personal visit of the Governor of Malta to some of the piratical chieftains on the coast of Barbary. We have since found that visit more particularly described in the following

Extract of a letter from an Officer attached to Lord Exmouth's fleet in the Mediterranean, dated Malta, the 26th of January 1816.

"The Pirates of Barbary have for some time past committed great depredations on almost every Power in Europe. Their success has made them so insolent, that they at last attacked the English flag. Sir Thomas Maitland, the Governor of Malta, in consequence embarked in the Bombay to put a stop to their career. Tripoli acceded to all the Governor proposed, and at Tunis, a negociation soon settled every thing. The Bey went on board the Bombay, and after partaking of a cold collation, returned to the shore. The riches displayed by himself and suite in their dress, &c. was beyond conception. He made a present to the Governor of a lion, ostriches, horses, a beautiful fowling-piece, and a pair of pistols set in coral. To the ship—bullocks, sheep, poultry of all sorts, coffee, sugar, rice, &c. sufficient for a week's consumption; besides one thousand dollars to be distributed amongst the people."

Notwithstanding the cordiality thus apparently demonstrated by the "barbaric" presents, &c. we continue to entertain the same doubts we before expressed, as to any permanent success for the cause of suffering humanity, from this sort of negociation. We are the more dubious of this result, as we recollect that an ineffectual visit of Admiral Nelson lowered our credit with the pirates, at a time when Buonaparte's successful career of outrage commanded their unlimited homage. Perhaps Sir T. Maitland's voyage may have an object more enlarged than the mere protection of the British flag; although it appears to us like supplanting Sir S. Smith. If, according to the prospects and professions held forth, the Congress of Vienna was designed to make a permanent settlement of the peace of Europe, on the basis of a general regard to national right, and a general termination of national wrongs; the trade in white Christian slaves from Europe, carried on by these barbarous Africans, was as much an object for public suppression as the commerce in the pagan blacks of Africa, so creditably extinguished by the beneficent influence of Great Britain.—We, therefore, venture to form a supposition of Sir T. Maitland being made the organ of conveying to Africa the united remonstrances of all the great Powers; that they shall henceforth abandon their disgraceful system.

Meanwhile the continental prints teem with reports of the continued outrages of those miscreants. The subjoined letter, extracted from a German journal, contains some recent instances of Barbaric audacity:—

"*Rome, March* 19.

"We have here the following account from Cevita, Vecchia, 1st March:—

"While a convoy of vessels, taking advantage of the favourable weather to sail from the Tiber to Cevita Vecchia, and another was going to sail from here to the Tiber, there appeared off Palo and St. Severa a large Turkish xebeck, which put out two boats, and eagerly pursued with the nearest vessels. These spread all their sails and escaped; some of them sought protection under the Tower of St. Severa, on the coast. The pirates' boats boldly pursued these, notwithstanding the fire from the town. The crews landed and fled into the tower, where a great many peasants from the neighbourhood were also assembled. Besides the arms of the little garrison, there were thirty muskets in the tower, which were distributed among the fugitives. The Mussulmen approached with uncommon boldness, and had already taken possession of two of the vessels, when the brisk fire from the tower compelled the two boats which were towing away their booty, to let go, and retire with loss to their zebeck, which sailed away the following night. On the 15th two Barbary pirates appeared off Fiumara, and captured, near Porto d'Auzio, a Neapolitan paranzella, coming from Cevita Vecchia, and afterwards a Sicilian vessel, laden with wine, bound for Rome, the crew of which, however, escaped to this place in their boats. We have daily pirates in sight, by which the navigation is almost wholly stopped."

It is stated in a French paper, under the head of Vienna, that the Ottoman Porte has formally refused to recognize the independence of the Ionian Isles.

It is announced that a squadron will sail from the harbour of Genoa, to protect the commerce, and cruise against the Barbary powers.

The Officers of the Spencer, at Plymouth, relieved the *tædium* of harbour duty, by performing *She Stoops to Conquer* and the *Lying Valet*, on board that ship, on Monday se'nnight. A number of Gentlemen, and bout thirty Ladies, visited the Spencer on the occasion, and the performance went off with *eclat*. We hope these officers also occasionally peruse our pages to relieve their *ennui*.

Imperial Parliament.

HOUSE OF COMMONS, April 1.

NAVY ESTIMATES.

THE *Chancellor* of the *Exchequer* moved the House to go into a Committee of Supply on the Naval Estimates.

In the Committee, Sir *G. Warrender* moved, that a sum not exceeding 42,864*l.* 12*s.* 6*d.* be granted for the service of the Navy Pay-Office for the present year.

Mr. *Bennet* alluded to the office held by the Right Hon. Gentleman (Mr. Rose) of Treasurer of the Navy; he objected to the grant of 4000*l.* a-year for that officer, and moved to reduce the Treasurer of the Navy's salary to 2000*l.* a-year.

Mr. *Rose* did not mean to say that his labours were worth 4000*l.* a-year, but he wished to observe, that at the Revolution the Treasurers of the Navy had 2000*l.* a-year, to which office was attached perquisites; but in order to reduce these profits, an addition of 2000*l.* a-year was made in lieu of them. Instead of its being an office of little trouble, he had to assure the House that he had often been up two hours before day-light to attend to the concerns of his office, which were far from being of a trifling nature.

Mr. *Bennet* was not aware what occupations the Right Hon. Gentleman had mixed with the duties of his office, for he had many occupations: but he must say that one hour in the day, as he was informed, was sufficient to discharge the duties of Treasurer of the Navy. But, however, he supposed the Right Hon. Gentleman could not object to receive 3000*l.* a-year, and then proposed that sum instead of 4000*l.*

Mr. *Barclay* was in favour of the reduction; not from any personal feeling towards the Right Hon. Gentleman, but from a conviction that retrenchment in every possible way was necessary.

Mr. *Thompson* paid an honourable testimony to the public character of Mr. Rose; who, he said, had always been the steady friend and protector of the lower classes of the people; and, he believed, a valuable public servant. He wished that the Right Hon. Gentleman would complete his character and fame, by relinquishing now a sum of 1000*l.* a-year out of his salary, as an example to others.

Mr. *Rose* was greatly obliged by the flattering manner in which the Hon. Gentleman had spoken of him; and he might be induced to follow the Hon. Gentleman's advice; but that he had, on one occasion, given up a salary of 1000*l.* in hopes that others would have followed his example, but not a single person had done so.—(*Hear, hear!*)

The gallery was then cleared, and a division took place, when the numbers were—For the amendment, 21—For the original motion, 66—Majority, 45.

The question was then put, that a sum of 43,864*l.* 12*s.* 6*d.* should be granted to defray the expenses of salaries and contingencies in the Navy Office.

Mr. *Martin* moved an amendment on the contingencies, by leaving out 7000*l.* from them, as the Secretary of the Admiralty had not yet produced the proper accounts on that part of the estimates.

On this amendment the House divided.—For the amendment, 57—Against it, 153—Majority, 96.

The sum of 49,195*l.* 3*s.* 4*d.* was then voted to defray the salaries and contingencies in the Victualling Office.

Sir *G. Warrender* then moved a sum of

£	*s.*	*d.*	
27,533	12	2	for the Officers of Deptford yard
32,000	0	0	for the expenses of Woolwich dock-yard
45,000	0	0	for Chatham yard
25,402	0	0	for Sheerness yard
60,758	0	0	for Portsmouth yard
42,432	0	0	for Plymouth yard
6,794	0	0	for the Out-ports
57,442	0	0	for the Foreign yards
147,000	0	0	for Victualling the Ship-keepers and Men of the vessels in ordinary.

Mr. *Baring* said, that there was an apparent excess of 40,000*l.* on this charge, which certainly required explanation. In 1813 the men were victualled at 1*s.* a man, but by these estimates they are charged at 1*s.* 6*d.* a man, so that the excess of this was 40,986*l.* over that of the preceding year; and yet the provisions of every kind were so much cheaper that there should be a diminution of one half, instead of an increase of one half.

Mr. *Croker* thought this a case requiring explanation, and capable of being fully explained. The estimates of the former years were wrong, and would not meet the exigencies of the service. The Admiralty had now brought the proper estimates fully before the House. For 62 years before 1798 there was no difference in the estimates in this respect; but Mr. Pitt then made the estimates to be corrected to what they ought really to be stated at. In 1806, the Harbour Estimates was at 1*s.* and 1*s.* 4*d.* while the Sea Estimates was raised to 2*s.* 0½*d.* *per diem.* But now the Admiralty had made out a minute and genuine estimate, such as should have been made out in 1806. At present the sea victualling was 1*s.* 8*d.* and that of the harbour was 2*s.* 6*d.* a man *per diem.*

After some further observations the motion was agreed to.

The following sums were then voted :—132,149*l.* for Harbour Moorings, &c.—35,580*l.* for Repairs of Ships—1,170,842*l.* for Half-pay to Officers, Widows' Pensions, &c.—72,700*l.* for the Superannuated List—2,152,513*l.* for Repairs of Ships of War—479,156*l.* for Provisions for Garrisons, &c. —61,303*l.* for Salaries of Transport Office—1,611,041*l.* for Service of Transport Office—112,904*l.* for Sick and Hurt Seamen—65,820*l.* for Prisoners of War—2,100*l.* for Superannuated Clerks.

The report was then received; and the House adjourned.

METEOROLOGICAL REGISTER.

From March 26th, to April 25th, 1816.

Kept by C. Blunt, Philosophical Instrument Maker, No. 38, Tavistock-street, Covent-Garden.

Moon	Day	Wind	Barometrical Pressure.			Temperature.			
			Max.	Min.	Mean.	Max.	Min.	Mean.	
	26	SE	30·21	30·18	30·195	48	35	41·5	Fair
	27	E	30·25	30·23	30·24	50	36	42	——
☽	28	E	30·27	30·25	30·26	49	34	41·5	——
	29	E	30·29	30·28	30·285	49	33	41	——
	30	NE	30·27	30·20	30·235	49	33	41	——
	31	N	30·10	29·80	29·95	50	26	38	——
	1	NW	30·	29·86	29·93	49	29	39	——
	2	NW	30·16	30·	30·08	50	31	40·5	——
	3	NW	30·37	30·24	30·305	49	32	40·5	——
	4	W	30·42	30·25	30·335	48	28	38	——
D	5	W	30·24	30·16	30·20	50	32	41	——
	6	NE	30·20	30·10	30·15	50	33	41·5	——
	7	NE	30·10	30·	30·05	49	33	41	——
	8	NE	29·90	29·85	29·825	48	32	40	——
	9	E	29·87	29·86	29·865	49	30	39·5	——
	10	SE	29·91	29·88	29·89	52	36	44	——
	11	E	29·56	29·55	29·555	51	35	43	——
	12	E	29·58	29·56	29·57	50	35	42·5	Snow
	13	NE	29·61	29·59	29·60	52	33	42·5	——
	14	E	29·60	29·56	29·58	50	28	39	——
	15	NE	29·54	29.52	29·53	50	29	39·5	Hail
	16	SW	29·53	29·51	29·52	52	32	42	Rain
	17	S	29·60	29·50	29·55	53	38	45·5	Fair
☾	18	S	29·79	29·70	29·745	53	33	43	——
	19	SE	29·82	29·81	29·815	54	40	47	——
	20	E	29·80	29·70	29·75	52	35	43·5	Rain
	21	E	29·74	29·72	29·73	54	38	46	——
	22	SE	29·78	29·76	29·77	56	45	50·5	——
	23	SE	30·	29·80	29·90	58	48	53	——
	24	SE	30·	30·	30·	63	48	55·5	Fair
	25	SE	30·09	30·06	30·075	64	49	56·5	——

RESULTS.

Mean barometrical pressure		29·886	Mean temperature		43.193
Maximum 30.42	wind at	W	Maximum 64	wind at	SE
Minimum 29·50	——	S	Minimum 26	——	N

Scale exhibiting the prevailing Winds during the Month.

N	NE	E	SE	S	SW	W	NW
1	6	9	7	2	1	2	3

	Mean Barometrical Pressure.	Mean Temperature.
From the new moon on the 28th of March, to the first quarter on the 5th of April	30·172	39·957
—— first quarter on the 5th, to the full moon on the 11th	29·996	41·16
—— full moon on the 11th, to last quarter on the 19th	29·581	42·125

Promotions and Appointments.

Crown Office, Feb. 26, 1816.

Members returned to serve in this present Parliament:—For the County of Wicklow, the Honourable Granville Levison Proby, in the room of William Hoare Hume, Esq. deceased.—Borough of Calne, James Macdonald, Esq. of East Sheen, in the county of Surrey, in the room of Joseph Jekyll, Esq. who has accepted the Chiltern Hundreds.

Admirals and Captains appointed.

Vice-admiral Pickmore has hoisted his flag on board the Tiber, as commander-in-chief at Newfoundland.

Rear-admiral Sir Pultney Malcolm, to be commander-in-chief at the Cape of Good Hope and St. Helena.

Rear-admiral Sir William Johnstone Hope, K.C.B. is appointed commander-in chief at Leith, including all the North Coast of Scotland.

Captain C. H. Reed, of the Calypso, is appointed to act as post-captain in the Trident; R. B. Vincent, to the Aquilon; T. Carter, from the Emulous to the Carnation; S. Bentham, to the North Star; Caleb Jackson, to the Emulous.

Sir E. W. C. R. Owen, late commanding on the Lakes of Canada, is appointed to the Royal Sovereign yacht, at Deptford.

Sir Thomas Thompson is appointed one of the directors of Greenwich Hospital, in the room of the late Viscount Hood.

Captain John Bowen, of the late Transport Office, is appointed one of the commissioners of the Navy Board.

Doctor Harness is appointed one of the commissioners for Victualling.

Lieutenants, &c. appointed.

Lieutenants Stephen Norwood, George Money, Duncan Menzies, William Limberry, Robert Anold, Sir H. Hamilton, Bart., James Bunce, G. Field, John Waller, R. Ratsey, David M. D. Grant, J. B. Walton, Joseph R. Eastwood, John Smith, William Edgar, and Charles Gray, have, by an order of His Royal Highness the Prince Regent in Council, been placed on the list of commanders who have retired from actual service.

Lieutenant Michael Dickson, to act as commander in the Shark; Lieutenant J. Sison, to act as commander in the Calypso.

Lieutenant D. Buchan, of the Pike schooner, to the rank of commander, and to command that vessel as a sloop of war.

Lieutenant William Woodley, late of the Royal Charlotte yacht in attendance on the Princess Charlotte at Weymouth, is promoted to the rank of commander.

Lieutenant Porter Dowers, late governor of the Royal Naval Hospital at Deal, is put on the retired list of commanders.

Masters appointed.

William Smailes, to the Forth; G. W. Carpenter, to the Madagascar; Robert Fulton, to the Wye; J. J. H. Lingard, to the Florida; T. Wright, to the Meander; William Beach, to the Bacchus; Henry Brooker, to the Euphrates; A. Donaldson, to the Hydra; H. Fraser, to the Thames; J. L. Shepherd, to the Nimrod.

Midshipmen passed for Lieutenants.

Sheerness.—J. B. L. Hay, James Anderson.

Portsmouth.—T. J. Fisher, F. Ramsden, A. Burnes, Isaac Averne, Joseph Barlow.

Surgeons appointed.

William Thompson, to the Newcastle; Hugh Walker, to the Pique; Joseph Seed, to the Melville; Robert Bruce, to the Opossum; John Patterson, to the Melville; William Burn, to the Bacchus; Alexander Collie, to the Melville, for promotion; Thomas Dunn, to the Melville, for ditto; T. C. Roylance, to the Eurydice.

MARRIAGES.

On the 28th of March, the Hon. Captain W. J. Napier, R.N. eldest son of the Right Hon. Lord Napier, to Miss Cochrane Johnstone, of Rainkellour, the seat of her uncle, Lord Niddry.

On the 18th of April, at the house of the British ambassador at Brussels, the Hon. George John Thicknesse Tucket, to Jane, eldest daughter of Rear-admiral Donnelly.

On the 19th of April, by the Rev. George Scobell, D.D. Captain Edward Scobell, R.N. to Rebecca-Anne, only child of Richard Collins, Esq. of Brockhurst Lodge, Hants.

On the 22d of April, John Drummond, Esq. son of John Drummond, Esq. banker, of Charing-cross, to Georgiana, fourth daughter of Vice-admiral Sir Eliab Harvey, K.C.B.

DEATHS.

Lately, Joseph de Mendoza Rios, F.R.S. *Ac. R. Sc. Olyssip.* socius, *Instit. Sc. Paris. Corresp.* late an officer in the Spanish royal navy, and an eminent nautical astronomer.

Lately, Rear-admiral Joseph Peyton, at his seat near Fareham, in Hants, who obtained his post rank 26th September, 1788, and was placed on the list of superannuated rear-admirals 12th October, 1807.

Lately, at sea, Lieutenant William Hancock, of H.M.S. Havannah, whose commission was dated 1st July, 1814.

Lately, Lieutenant Thomas Pickernel, of H.M.'s sloop Rosario, was drowned by one of the boats of that sloop upsetting at sea: was made lieutenant 1st August, 1811.

Lately, at the Royal Hospital at Haslar, near Gosport, Dr. W. B. Smith, third surgeon of that institution.

Lately, at the house of Miles and Co. at Hoxton, Captain John Evans, R.N. late commander of H.M.'s sloops Martin and Recruit. This officer obtained his rank 22d January, 1806.

Lately was drowned, by the upsetting of a boat near Battle, in Sussex, in consequence of his brotherly affection prompting him to struggle for the lives of a younger brother and sister, the former aged eight years, the latter seven, Captain James Watson Harvey, R.N. aged 24 years. Was made a commander 9th September, 1815.

On the 31st of March, at Shirley Cottage, near Southampton, Mrs. Jane Stiles, wife of Captain Stiles, R.N.

On the 1st of April, at Abbey Bank, by Arbroath, Mr. James Keile, gunner R.N. in the 84th year of his age. He had been in 53 engagements, and never was wounded, and was supposed to be the oldest gunner in the navy.

On the 3d of April, at his seat, Puttenham Priory, Surrey, Samuel Cornish, Esq. admiral of the red, in the 77th year of his age. Was made post 24th August, 2761; a rear-admiral, 21st September, 1790; a vice-admiral on the 4th of July, 1794; and the rank of admiral of the blue, 14th of February, 1799.

On the 8th of April, at Tamerton, in Devon, Mrs. Delafons, wife of Captain Delafons, R.N.

On the 9th of April, at Chatham, Major Rea, of the royal marines.

On the 9th of April, at Tregony, in Cornwall, the lady of Admiral Kempe.

BIOGRAPHICAL MEMOIR

OF THE LATE

SIR JOHN NORRIS,

ADMIRAL OF THE WHITE.

> *How easy 'tis when destiny proves kind,*
> *With full-spread sails to run before the wind!*
> *But those that 'gainst stiff gales laveering go,*
> *Must be at once resolv'd, and skilful too.*——DRYDEN.

WE have already observed upon the inequality of chances that give to officers of gallantry and enterprise those opportunities of achievement to some, which it withholds from others, making between them a difference of accident rather than of character. The observation is, perhaps, alike applicable to ages as to individuals, and if in the naval contests of the present age a greater brilliancy of exploit may be found—in the past are equally obvious the determined character and warlike prowess of a British seaman, exerted under a less perfect system of naval tactics, in wars of shorter duration, and consequently affording fewer opportunities of exertion.

On a review and comparison of the past with present times, it appears that the Howards and the Drakes* of the reign of Elizabeth, were the founders of that naval glory which the Blakes, the Russels, and the constellation of naval worthies in the reigns of Charles and Anne prepared for the radiation it was to receive from that galaxy of naval heroes destined to illustrate the reign of George the Third. From that age to this, the spirit of British gallantry and enterprise has been the same—the apparent difference is that of accident, of circumstance, and system. And of individuals we believe there are still many Howes, many Duncans, and many Nelsons, which time and accident will manifest to the increase of their country's glory.

The gentleman of whom we are now to speak, lived (to adopt a more true though less impressive simile) in its crescent state, before it had obtained its present fulness and effulgence, and evinced talents not only capable of promoting the honor of his country, but of application to purposes of more general advantage; though a paucity of opportunities confined them to an imperfect display. He was the coadjutor of Sir Cloudesley Shovel in several important expeditions, but a notice of them having been before made in our account of Sir Cloudesley's public services,* the repetition of them in the present memoir will be therefore necessarily brief.

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* See biographical memoir and portrait of Sir Francis Drake, vol. xxix. p. 1

The family of Sir John Norris was of considerable repute in the kingdom of Ireland. Of himself little is known previous to his promotion to the rank of commander, which was conferred on him for his good conduct in the battle off Beachy Head, and which is the more remarkably indicative of his merit, inasmuch as the action was unsuccessful, and the commander-in-chief disgraced by the result, as will appear by the following particulars :—

To subdue the ascendant interests of King James in Ireland, William determined on commanding there an army against him in person, which army he embarked on board two hundred and eighty-eight transports, and, escorted by Sir Cloudesley Shovel, arrived at Carrickfergus on the 14th of June. He soon after dismissed Sir Cloudesley, with orders to join the grand fleet, then commanded by Lord Torrington.

Although the necessity of strengthening this fleet was obvious to every one, on account of the extraordinary activity of the French at Brest, the proceedings to that effect were as obviously slow. Various reasons were assigned, and in the meanwhile the French had got together a fleet of seventy-eight men of war, and twenty-two fire-ships, carrying upwards of four thousand seven hundred pieces of cannon. This fleet was commanded by Count Tourville, D'Estrées, and M. D'Amfreville, and arrived off the Lizard on the 20th of June ; ours, as Burnet tells us, was lying idle at St. Helen's, scarcely in a condition to put to sea.

This news was brought to the Earl of Torrington, by some fishing vessels. The visit had been previously threatened by the French, and yet, according to some accounts, was so unexpected by his lordship, that he had not a look-out of any description : other accounts say that he was sent round to St. Helen's, to assemble a force to meet the enemy.—It is, however, clear that he was not prepared. All was bustle and confusion—he had no certain accounts of the strength of the French fleet, but sailed, leaving orders for all the English and Dutch ships that could have notice, to follow him. The next morning he was within sight of the enemy, but although he had been joined by several ships, and on the following day by a squadron of Dutch men of war, under the command of Admiral Evertzen, he did not think himself strong enough to engage him. He had not yet been joined by Sir Cloudesley Shovel, and his whole strength was inferior to that of the enemy by twenty sail.

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* *Vide* memoir of Sir C. Shovel, vol. xxxiii. p. 176.

The Queen had been left as Regent, with a council of nearly an equal number of Whigs and Tories, it will be easily conceived therefore that there was little unanimity—or that whatever measures were determined on, there would be but little progress.

The situation of the Queen was that of perplexity and distress; she had to decide between her father's safety and her husband's life; threatened with invasion by the French from abroad, and with an insurrection by the jacobites at home.* In this dilemma, she, by the advice of her privy council, sent orders to the admiral to engage the French fleet at all events.

Accordingly, on the 30th of June, about eight in the morning, the signal for battle was made, and the Dutch squadron, which composed the van of the United Fleets, engaged the van of the enemy with some success; shortly after the rear of the enemy was engaged by our blue squadron; but the red, commanded by Lord Torrington, did not or could not come up till near two hours after the commencemet of the action; this circumstance was fatal —the opening left rendered the obvious manœuvre so easy of execution, that the French weathered and surrounded the Dutch, who defended themselves with the utmost gallantry; they dropt their anchors, and after having suffered severely, the admiral at length drove between them and the French, and about five in the afternoon anchored in that situation, when the action was suspended by a calm. About nine at night, there being no prospect of success, the United Fleets weighed anchor, and with the tide of flood retired.

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* Bishop Kennet, in his Complete History of England, vol. iii, says, "It was agreed, that while part of the French fleet should bear up the Thames, the Jacobites in London, who were grown very bold and numerous by the flocking of that party from all parts of the country thither, should have made an insurrection, and have seized the Queen and her chief ministers. Then certain persons were to have taken upon them the administration of affairs, till the return of King James, who was to leave the command of his army to his generals, and hasten with all speed into England; the other part of the French fleet, having joined their gallies, was to have landed eight thousand men at Torbay, with arms for a greater number. After which the gallies and men of war were to sail into the Irish Sea, to hinder the return of King William and his forces, and the discontented Scots were to have revolted at the same time in several parts of that kingdom.

A council of war was held in the afternoon of the next day, in which a retreat was decided on, and executed with success, owing chiefly to the French admiral's not anchoring when the English did, by which they were driven to a great distance, and also by continuing the chase in line, instead of leaving each ship to do her utmost: the English were, however, pursued into Rye-bay, where the Anne, of seventy guns, having lost all her masts, was driven on shore near Winchelsea, and burnt by her own captain. A Dutch ship, under similar circumstances, was saved by the gallantry of her captain, and afterwards carried safe into Holland.

The loss of the English in this battle was, two ships, two sea captains, two captains of marines, and three hundred and fifty men; that of the Dutch, who had borne the heat of the action, was considerably greater—three ships were sunk, three more stranded on the coast of Sussex were burnt; and Rear-admirals Dick and Brokel, Captain Nordel, with many other officers and men, were killed. The English admiral returned to the mouth of the Thames, and arrived in London; he was shortly after sent to the Tower, and though acquitted on his trial, was never employed again.—Mr. Norris was promoted to the command of the Pelican fire-ship.

In the year 1693 he was appointed captain of the Sheerness frigate, of 28 guns, one of the squadron under Sir George Rooke,* destined for the protection of the Smyrna fleet, in which it unfortunately failed. This squadron consisted of twenty-three men of war—the convoy nearly four hundred sail, of various countries. A part of this numerous convoy Sir George left at Bilboa, Lisbon, St. Ubes, and other places, on his way to the Straits. On the 16th of June he fell in with a part of the French fleet off Cape

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* *Vide* 𝔑. 𝔆. vol. xxxiii, p. 445.

St. Vincent. A council of war was held, and it was Sir George's opinion that the fleet should lie by till the enemy's strength was ascertained—it was, however, over-ruled, and on the following day some ships of the enemy were chased, and a fire-ship taken, by the crew of which they were assured, that the whole French squadron consisted but of fifteen sail of the line. They were soon undeceived by the appearance of eighty sail of ships of war, sixteen of which bore up to the squadron, while the vice-admiral of the white stood off to intercept the convoy.

The Dutch admiral, Vandergoes, about 3 o'clock P.M. sent a message to Sir George, advising him to avoid an action. They were within four miles of the enemy, and Sir George was apprehensive of being too near to effect a retreat; he, however, yielded to the advice of the Dutch admiral, rather than render himself solely responsible for the consequences of so unequal a contest; and sent Captain Norris, in the Sheerness, with orders to the small ships that were not likely to keep up with the fleet, to make for the ports of Faro, St. Lucar, or Cadiz.

About six in the evening, ten sail of the enemy's fleet came up with two Dutch ships of war, commanded by Captains Schrijver and Vander Poel, who having a part of the convoy with them, and seeing no chance for escape, tacked in for the shore, thus drawing the enemy after them, they gave an opportunity to the merchantmen of avoiding that capture which awaited themselves, they fought gallantly, but were overpowered by numbers.

An English ship of war and a rich pinnace were burned, nine and twenty of the convoy were taken, and about fifty destroyed by Tourville and D'Etrées, seven of the largest Smyrna ships fell into the hands of M. de Coetlogon, and four were sunk by him in the bay of Gibraltar.

Sir George Rooke, after having despatched the Lark ship of war to England with the news, bore away for Madeira, where he took in wood and water, and then sailed for Ireland. On the 29th of July he arrived at Cork, with fifty sail, including ships of war and trading vessels. The French admirals having made an unsuccessful attempt upon Cadiz, and bombarded Gibraltar, where the merchants sunk their ships, that they might not fall into the hands of the enemy, sailed along the coast of Spain, destroyed some English and Dutch vessels at Malaga, Alicant, and other places, and returned in triumph to Toulon. The loss sustained on this occasion was estimated at about one million sterling.

In this arduous affair, the diligence and activity of Captain Norris were eminently serviceable, in preventing many of the merchant ships from being captured by the enemy, and on his return to England he was promoted to the command of the Carlisle, a fourth rate.

In the month of January, 1695, having, in company with Captain Killegrew, captured the Content and Trident, two French men of war, he was, at the recommendation of Admiral Russel, appointed to command the former.

Several of the British settlements in the vicinity of Hudson's bay, having surrendered to a French force, Captain Norris was appointed to command a squadron of four fourth rates, four frigates, and other smaller vessels, to retake them. While lying with his squadron in the bay of St. John's, Newfoundland, intelligence was received that a French squadron of five ships were in Conception bay. A council of war, agreeably to his instructions in such a case, was called—and it being concluded that this squadron was a part of one under the command of the Marquis De Desmond, of very superior force, the land officers were of opinion that they should await the attack of the enemy under their batteries on shore. Captain Norris was for attacking the enemy immediately, but unfortunately a few of the naval officers voted on the other side, and the majority was against him.

Captain Norris having a doubt of these ships being part of Desmond's squadron, sent the Mary galley to ascertain it. In the meanwhile, a letter was received by him from the master of a ship, which had been taken by the French at sea, and put on shore at Newfoundland, for the purpose of procuring fresh provisions, stating it to be the squadron of M. Pointis, laden with the plunder of Carthagena, to the value of upwards of one million sterling. Captain Norris now urged an immediate attack on the enemy, but doubts being entertained by some that the letter might be but a stratagem to draw them off from the protection of the island, it was determined to remain and await the enemy. The following is a list of the officers who voted, by which it will be seen, that of the naval officers, Captain Norris had a majority, but the land officers were to a man against him.

A council of war at St. John's, July 24th, 1697, at which were present,

LAND OFFICERS.		SEA OFFICERS.	
John Gibson	No.	Francis Dove	Yea.
Thomas Dore	No.	Robert Stapilton	Yea.
Thomas Handasyde	No.	James Littleton	No.
Cliff. Brexton	No.	Charles Disborow	Yea.
Griff. May	No.	Cooper Wade	Yea.
Hugh Boyd	No.	John Roffey	No.
Y. Smith	No.	James Mighells	Yea.
Robert Dalzyell	No.	Thomas Day	Yea.
H. Petit	No.	John Cranby	Yea.
George Watkins	No.	John Drake	No.
Jos. Hargrave	No.	Nicholas Trevannion	No.
		John Norris	Yea.
Eleven.—No.'s all.		Thomas Smith	No.
		Thirteen.—Yea's 8; No's 5.	

Notwithstanding the opinion of Captain Norris was thus outvoted, it proved ultimately correct, it being clearly ascertained that the ships were those of M. Pointis, returning to Europe with the plunder of the West Indies, of inferior force, and would have been a sure prey to the British squadron.*

The conduct of Captain Norris could only need an impartial investigation, to leave his character totally unaffected by its consequences, and we accordingly find him, at the return of peace, appointed captain of the Winchester, in which ship he was successively posted on the Mediterranean and Newfoundland station.

On the declaration of war against the French King and the Duke of Anjou, in the year 1702, the partiality of Anne, or her council, to the schemes of William, obtained an effectual consideration of those he had left unexecuted, and among them was his project to reduce Cadiz, as a previous step to a meditated reduction of the Spanish settlements in the West Indies. A fleet was equipped, the command of which was given to Sir George Rooke, with fourteen thousand troops, under the orders of the Duke of Ormond; of this fleet, the Orford was assigned to Captain Norris.

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* The affair having occasioned a great degree of indignation at home, was brought before the House of Lords in the ensuing Parliament; when the following resolutions passed :—

1. It is resolved by the lords spiritual and temporal in parliament assembled, that the squadron commanded by Captain Norris, at St. John's, in Newfoundland, not going out to fight Pointis, upon the several intelligence given, was a very high miscarriage, to the great disservice of the king and kingdom.

2. It is resolved, that the joining the land officers in the council of war, on the 24th of July, 1697, was one occasion of the miscarriage in not fighting Pointis.

On the 30th of May, 1702, the union was hoisted on board the Royal Sovereign, and the following day his Royal Highness the Prince of Denmark dined on board, and viewed the fleet and army. On the 19th of June the fleet weighed from Spithead, and anchored at St. Helen's, Vice-Admiral Hopson carrying the red flag at the fore-top-mast head of the Prince George; Rear-Admiral Fairbourne the white, at the mizen-top-mast head of the St. George; and Rear-Admiral Graydon, the blue, in the like manner in the Triumph. In addition to these were five Dutch flags; viz. two lieutenant-admirals, two vice-admirals, and a rear. The fleet consisted of thirty English, and twenty Dutch ships of the line, which, with small vessels and tenders, amounted to near 160 sail.*

The conduct of this expedition in the outset appears judicious, and reflects credit on the naval commander, to whom then, we presume, it was solely submitted. Three days after the fleet came to anchor at St. Helen's, the two rear-admirals, Fairbourne and Graydon, were detached with thirty English and Dutch ships to look into the Groyne, and block up any French ships that might be there; or, if none, to cruize ten or twelve leagues N. W. off Cape Finisterre, to await the junction of the remaining part of the fleet.

The success of the expedition depending principally on the land forces, little more could be expected of the fleet than the safe conveyance of the troops; for the orders were to conciliate rather than to compel, and the battering of their habitations, which was all that the fleet could have done, was not the most likely mode of conciliating the inhabitants. The fleet arrived off the rock of Lisbon on the 10th of August, when a council of war was held, and on the 12th it anchored about two leagues from the city of Cadiz. Here another council of war was held, and the shore on the backside of the isle of Leon having been sounded by Sir Thomas Smith, the quarter-master general, the Duke of Ormond insisted upon landing there, and it has been thought the success of the expedition would have been greatly promoted by such a mode of operation. But the Duke's opinion was opposed, principally by the sea officers, and it was finally resolved to take first, the fort of St. Catharine, and port St. Mary, in order to *feel* their way to Cadiz.

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* "That this was a very great force, (says Dr. Campbell) and that the public had reason to frame sanguine expectations to themselves, as to its success, all the world must allow: but, on the other hand, our expectations ought never to prejudice us so far, as to resolve not to be satisfied with a just account of their disappointment. Bishop Burnet says, that Sir George Rooke spoke coldly of the expedition before he sailed; and this he tells us, to prove that Sir George intended to do the enemy no hurt. But the mischief lies here, that Sir George suspected they should do no great good, because this expedition was of a doubtful nature: for on the one hand they were enjoined to speak to the Spaniards as friends, and at the same time were ordered to act against them as foes.

Half measures rarely succeed in any attempt; to be a friend or an enemy by halves is to be neither, and to effect nothing. A declaration was published, professing this hostile invasion to be a friendly visit, to free them from the yoke of France, with which they were, perhaps, very well satisfied, while the excesses of the British troops, when landed, gave them but a rough specimen of their British friendship. The Duke of Ormond, indeed, seems to have intended that their conduct should in some degree square with the declaration, by issuing strict orders to prevent pillage; but the troops, and certain of their commanders, did not land with such refined notions of hostility; as gain is the invariable object of obtrusive friendship, and as the declaration of itself could assume no fairer character, they were determined not to lose their share. We have already given the result of this expedition in our memoir of Sir George Rooke.* Captain Norris, on his passage to Cadiz, had the good fortune to make several prizes.†

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* *Vide* N. C. vol. XXXIII. p. 451.

† While lying off Cadiz, Captain Norris's warmth of temper involved him in an unpleasant difference with Captain Ley, flag Captain to Sir George Rooke, on board the Sovereign, when in the height of his passion he not only struck, but drew his sword on that gentleman, which circumstance was still further aggravated by its taking place on the quarter-deck of the captain's own ship, and that the captain was an older officer in the service. Captain Norris was, of course, put under arrest, but the affair was speedily compromised by the interference of the Duke of Ormond, and finally terminated by the death of Captain Ley a short time after.

A like result ensued from the expedition to the Mediterranean, the following year, under the command of Sir Cloudesley Shovel,* who, acting under similar instructions, to profess friendship sword in hand, found his friendship unacceptable, and his sword useless. Captain Norris was, however, more successful, in a more consistent character; for being ordered to join Sir Cloudesley, he fell in with a large privateer, called the Phillippeaux, of 36 guns, and 12 patereroes, and after a most brave and obstinate resistance on the part of the enemy, captured her. To this instance of good fortune succeeded another, a few days after, in the capture of an armed ship of 16 guns, and 110 men; and on his return from the Straits in November of the same year, 1703, he fell in with the Hazard of 52 guns and 400 men, which, after a very severe contest, he likewise compelled to surrender.

In the battle of Malaga,† in 1704, Captain Norris, fighting by the side of Sir Cloudesley Shovel, gave such signal proofs of his bravery and skill, that in the following year he was selected by Sir Cloudesley to command the Britannia, on board of which ship Sir Cloudesley and the Earl of Peterborough hoisted their flag, as joint commanders in chief.

The reputation of Captain Norris was now become too distinguished to admit of his acting much longer as a private captain; and the natural effect of his due promotion was, to increase the ardour of his exertions; and so zealous did they appear at the attack of Fort Montjuic, in the siege of Barcelona,‡ that King Charles III. wrote with his own hand to Queen Anne, the very high estimation in which he held the services of Captain Norris, and earnestly recommended him to her favour. Such a recommendation, with such strong collateral evidence to warrant it, in the previous services of Captain Norris, could not fail of success; and the Captain being sent home shortly after, with the news of the reduction of Barcelona, received the honour of knighthood, and a purse of one thousand guineas.

This was a sufficient earnest of future advancement; and on the 10th of March, 1706-7, Sir John Norris was advanced to the rank of rear-admiral of the blue, and ordered to join his friend and patron Sir Cloudesley Shovel, in another expedition to the Mediterranean.

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* *Vide* 𝔑. 𝔆. vol. XXXIII. p. 197. † *Ibid.* p. 460.

‡ *Ibid.* p. 457.

In the course of operations on the Italian coast, Sir John Norris eminently distinguished himself in forcing the passage of the Var, with four British and one Dutch ship of the line. The defense of this passage had been so strongly formed by the enemy, that it was supposed by the French impenetrable. But the fire of the ships under Sir John Norris was soon found to be so effectually directed, that the entrenchments of the enemy were become assailable. Accordingly, six hundred men having been embarked on board the boats of the fleet, Sir John landed at their head, and attacked the enemy's works with such spirit and activity, that a panic seized them, and the passage was carried. After the unsuccessful expedition against Toulon, Sir John returned to England, having narrowly escaped the fate of his brave friend and patron Sir Cloudesley Shovel, off the rocks of Scilly.

In the month of March, 1708, Sir John Norris was advanced to the rank of vice-admiral of the white; and it being the wish of the ministry to recover for Charles III. the ground lost by the unfortunate issue of the battle of Almanza, Sir John Leake,* who had been previously advanced to the rank of admiral of the white and commander in chief of her Majesty's fleet, was ordered to the Mediterranean, and Sir John Norris was employed under him. The fleet effected but little, and that little is attributed to the exertions of a detachment under Sir John's directions, in the attack, near Barcelona, of a French convoy, consisting of three men of war, one of 44 guns, another of 40, and the third of 32, with ninety settees and tartanes laden with wheat, barley, and oil, for the Duke of Anjou's army, and bound for Peniscola, near the mouth of the Ebro. Of this convoy about sixty-nine were captured.

At the latter end of the year Sir John returned to England, and on the 21st of December he was made vice-admiral of the red squadron; but whether he had any consequent appointment does not appear from any documents in our possession. In the beginning of the year 1710, he was promoted to the rank of admiral of the blue, and appointed commander in chief on that station.

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* For Portrait and Memoir of Sir John Leake, *vide* 𝔑. 𝔆. vol. xvi. p. 441.

On the 12th of January the grand fleet sailed from Plymouth, under the command of Sir John, and having attended a West India convoy to the sea, arrived on the 13th March off Port Mahon, where was Sir Edward Whitaker and a Dutch rear-admiral, who joined the admiral. The purpose of his mission being to advance the cause of his Catholic Majesty, Charles III., he sent, immediately on his arrival, three English and two Dutch men of war, with money, recruits, and ammunition, to Barcelona.

On the 7th of April, Sir John having arranged the business of the fleet agreeably to his instructions, and to the various services therein directed, sailed from Port Mahon, and arrived on the 11th at Barcelona, where he was informed by the king that an attack on Sardinia or Naples was contemplated by the enemy, and that a fleet of gallies, commanded by the Duke de Tursis, a Genoese nobleman, was at sea, to aid the meditated enterprise. Some German troops from Italy had been promised to the king, and having expressed his great want of them to Sir John, he took measures relative to both the points suggested. He first sailed for Sardinia, and having there landed the viceroy, and found the place tranquil, he proceeded to the coast of Italy, to obtain the German succours. On the 6th of May, the admiral arrived at Leghorn, where he arranged measures for the security of the Levant trade, at that time greatly annoyed by Monsieur de L'Aigle, and thence proceeded to Vado Bay to embark the German troops.

At this place the king's representations to Sir John Norris were verified by the intelligence received while embarking the troops, that the Italian gallies had taken on board two thousand troops, for the purpose of making a descent on the island of Sardinia. The Admiral now called a council of war, the resolutions of which being concluded, he, on the 10th of June sent off the transports for Barcelona, under convoy of four men of war; and ordered five English and four Dutch men of war to cruize in the height of Toulon, for a convoy from the Levant, expected by the French; and on the same day sailed with the rest of the fleet to defeat the designs of the enemy on Sardinia, taking with him two imperial regiments. The following day they saw, off La Bastida, a small

French merchant ship coming from the Archipelago, which took shelter under the cannon of that place; but the admiral having ordered the boats to bring her out, the men left her and escaped on shore. Here the admiral received advice, by a bark from shore, that the Duke de Tursis, after remaining some days at Porto Vecchio, had sailed to Bonifacio in pursuance of his design against Sardinia. The fleet immediately weighed, and on the 5th reached the bay of Terra Nova, in Sardinia, where they found four tartanes, from which the enemy had landed four hundred men and sixty officers, under the command of Count de Castillo. These ships the admiral took possession of, and learning from the prisoners that the Count and his party were but about two miles off, it was resolved to land and attack them. They found the enemy posted at Terra Nova; and the count seeing that resistance must be vain, surrendered himself, with four hundred and fifty soldiers, sixty-three officers, and several Sardinians of quality, whose disaffection to the German government had induced them to give their interest to the count in favour of Philip the Fifth.

The admiral having learned from his prisoners, that the Duke de Tursis had sailed to the opposite side of the island with the rest of his forces, and having no prospect of any disturbance on this, returned on board on the 7th, and on the next day arrived in the canal of Bonifacio, and was informed that the Duke de Tursis had sailed the night before for the Gulf of Ajaccio, in Corsica. The news of the count's capture seems to have led to this flight; for on the arrival of the fleet there the day following, they found that the Duke, hastened by his fears, had left the place the night before, and in it eight large barks, with five hundred soldiers on board, and the greatest part of his ammunition, artillery, and provisions, presuming on the neutrality of the place for their safety. This was a presumption, however, which Sir John did not think proper to sanction by his forbearance, he seized them, and remonstrated with the republic of Genoa on the impropriety of their permission to the Duke de Tursis, and said, that the Queen of Great Britain, his mistress, could not but express her highest resentment against them, for having allowed one of their subjects to make, in their dominions, such an armament against one of the kingdoms belonging to the King of Spain her ally, and that looking upon their permission or connivance as a breach of their neutrality, he would attack the queen's enemies in all their harbours.

The answer of the Genoese governor was as humble as his power of resistance was vain. He promised that neither the Duke de Tursis, nor any belonging to him, should receive from thence any supplies, and most earnestly requested that the admiral would not land any troops upon the island. Sir John considered the request of the governor, and thinking such an enemy in the mountains not worth the pursuit, granted it, and proceeded to Barcelona, where he arrived on the 18th of June.

Sir John was now at liberty to receive the further instructions of the King of Spain, who desiring that part of the troops should be landed in Valencia, and that the fleet should be as soon as possible at Tarragona, the admiral resolved to sail immediately, having previously left orders for Vice-admiral Baker to follow.

During the course of these proceedings, it had been proposed to the British ministry that the Camisars, or inhabitants of the Cevennes, in arms against the French king, were an available force, if duly supported; that they were within fifteen leagues of Montpelier, and that a body of our troops might be landed at Port Cette, within a single league of that city. This proposition was favorably received, as tending to disconcert the enemy's designs in Spain, or at least to aid the proceedings of King Charles in Catalonia. It was accordingly resolved to send a gentleman, thoroughly instructed, with orders to submit the plan to General Stanhope and Sir John Norris, and if approved by them, it was, with the consent of the King of Spain, to be put in execution immediately.

A gentleman was accordingly sent, and the scheme proposed to General Stanhope, who readily embraced it, and King Charles permitted a body of troops to be embarked on board of the fleet; but as it was but a very small one, the king's expectations from the expedition were probably not very sanguine. This determination being communicated to Sir John Norris, he held a council of war on the 6th of July, and it was resolved to send an express to the Duke of Savoy, and to embark the forces without delay. The troops consisted of a regiment under Colonel Stanhope, and three hundred men from Port Mahon, and were placed under the command of Major-general Seissan, a native of Languedoc.

On the 9th of July the fleet sailed from Barcelona, and on the 19th arrived off Cette. In the evening the troops, which amounted to seven hundred, were landed, and in the morning, at break of day, marched towards the town. Sir John placed some ships to batter the fort at the Mole head, the inhabitants retired to the church, and soon after both town and fort were surrendered. The neighbouring town of Agde surrendered in the evening of the next day, and had there been a larger body of troops supplied, the expedition might have been finally successful. But on the 17th, information was received by Major-general Seissan, that the Duke de Roquelaure was advancing with four hundred dragoons, and four thousand militia.

There appears to have been no want of bravery or skill in the commander, Major-general Seissan, to whom this handful of troops were intrusted. Having left a hundred and forty men to secure the bridge of Agde, he advanced against the enemy with the remainder, and at the same time wrote to the Admirals Norris and Sommelsdyke, desiring them to send all the boats of the fleet, with as many men as they could spare, into the Etang or Lake, to interrupt the enemy in his passage there.

These judicious proceedings had the effect of preventing the advance of the Duke de Roquelaure, who returned to Meze, and the admirals and general detached a major, with a hundred and fifty men, to reinforce the party left at the bridge of Agde, when almost at the same time advice was received that the post had been abandoned on a false alarm. It was then resolved to return to Agde in shallops by sea, in order to regain the post, but a strong wind arose, and they were compelled to abandon Agde, and direct their operations to the security of Cette.

On the day that they would have returned to Agde, the Duke de Noailles entered that town. The defense of the mountain of Cette became next the object of consideration, and for this purpose they posted there the few troops they had in the vineyards, surrounded with a slight wall; but with orders to retire on the arrival of the enemy, and not before. These, on the arrival of a few French dragoons, having received their fire, surrendered at discretion, and the other troops retired in disorder, notwithstanding the endeavour of their officers to rally them. We have now to record an instance of cowardice that will evince the impolicy of it on the score of self-preservation, and shew that, though the treason may be desirable, the traitor is despised, even by the enemy whose cause it serves. While the troops were embarking, a captain was left in the fort, with fifty men, to cover the retreat. It was only accessible on the side of the mole, the passage which led to it was defended by two pieces of cannon, and as an additional advantage to its defense, the enemy had no boats, and the shallops were near the fort the whole morning. But scarcely had the admiral put off to go on board his ship, when the enemy intimated to the captain in the usual terrific style, that if he did not immediately surrender the fort, he must expect no quarter—the officer let down the bridge, and surrendered at discretion! although the troops were not yet re-embarked. The Duke de Roquelaure sent this heroic captain in exchange for a *burgher* who had been released before; but he was, very justly, set ashore again, and told, that as he had been so complaisant to De Roquelaure, as to deliver up the fort to him, it was but reasonable he should be near the Duke's person, and treated according to his merit.*

The proceedings of Sir John Norris seem now to have been rather with a view to distract the enemy by a cursory display of his force, than in meditation of any direct attack. On the 19th of July he sailed, and appeared off Toulon and Marseilles; a few days after he entered the road of Hieres, and having discovered a French ship, of fifty guns, protected by three forts upon the island of Port Croix, he detached some frigates, under the command of Captain Stepney, to attack the ship and forts. The attack was made with great spirit and effect, one of the forts was reduced, and the ship abandoned; but on her being boarded, a train laid for the destruction of the ship previously to the desertion of her by the crew, exploded, and killed or wounded thirty-five of our men.

The cause of King Charles was zealously supported, both by Sir John Norris and General Stanhope, but not always with equal success. During the operations of this unfortunate expedition, General Stanhope was carrying all before him in another quarter. At the head of the cavalry of King Charles's army, he attacked the whole cavalry of the enemy at Almanza, slew General Amessaga with his own hand, completely routed the enemy, who retired to Lerida, from thence were driven to Saragossa, and there finally defeated. King Charles entered Saragossa in triumph, while Philip, with the wreck of his army, retreated to Madrid.

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* Campbell's Lives of the Admirals.

On the return of Sir John Norris to Port Mahon, on the 14th of August, he was greeted with the welcome news of this victory. Another expedition was preparing for the service of his Catholic Majesty, but was rendered impracticable, partly by the delay of the troops in embarking, and partly by the impatience of the Dutch to return home. The admiral, therefore, seeing no probability of rendering any further service to the cause at present, ordered the greater part of his ships to be cleared; which being done, he sailed on the 30th of October, and on the 6th of the following month took three French ships from Newfoundland. He next secured the Turkish fleet, and then sailed for the bay of Roses, to annoy the enemy in that quarter, but a violent storm drove the Resolution on shore on the coast of Catalonia, where she was lost, and the rest of the fleet was driven into the harbour of Port Mahon.

The prosperous state of King Charles's affairs soon took an adverse turn, which has been considered as chiefly owing to an eager desire of seizing the royal seat, before he had rendered it sufficiently secure. In opposition to the advice of General Stanhope, to get possession of Pampeluna, as the only pass by which the French king could send troops into Spain, the king proceeded to Madrid, where he had the mortification to find himself, or rather the city, deserted by all the grandees, and the Castilians universally attached to Philip. There was another disadvantage attending this step, it brought to a final proof the question of popular inclination, and it was probably with reason that Charles complained that he was neglected by the courts of Vienna and Great Britain. He wrote to Sir John Norris, earnestly desiring that he would sail over to the Italian coast, and procure from thence as many troops as could be spared, with all possible haste.

Sir John, accordingly, sailed from Barcelona, and reached the bay of Vado on the 19th of March. On the 22d, signal was made by the Severne, Lion, and Lime, that four ships were in sight.

The admiral ordered the Nassau and Exeter to give chase, and hearing a great firing of guns, detached the Dartmouth and Winchelsea to their assistance. On the 27th, the Severne and Lime arrived in the road, and Captain Pudner, of the Severne, informed the admiral, that in conjunction with the Lion and Lime, he had engaged four French ships, from forty to sixty guns, for above two hours; that the French made off, and the Severne being disabled, returned with the Lime into Vado road; but Captain Galfridus Walpole, of the Lion, continued the chase, although his right arm was shot away, his ship much torn by the enemy's shot, and about forty men killed and wounded. The Exeter, Captain Raymond, came up with one of the French ships, and having engaged her warmly for two hours, took her, but was so disabled himself that he was obliged to let her go.

Sir John had given directions for embarking the troops on board a hundred and twenty transports, and was waiting for a wind, when he received advice that Sir John Jennings was arrived at Port Mahon, to take the command on the Mediterranean station. The admiral sailed from Vado, but was forced by storm into the road of Arasio, where the fleet lay wind-bound until the 4th of May, when he proceeded to Barcelona, and landed the troops there on the 8th. Having held a consultation with the Duke of Argyle, and sent a strong squadron to Genoa for the public money, he made arrangements for his return home with the Turkey trade; and in pursuance of this intention, ordered Captain Cornwall to escort them to Gibraltar or Lisbon, and wait his arrival.

Sir John remained no longer than was necessary to the King of Spain's affairs, and sailed from Lisbon with the convoy on the 15th of September, and on the 8th of October, 1711, arrived off the Isle of Wight, having with him four ships of the third rate, seven of the fourth, three of the fifth, two bomb-vessels, two storeships, and an hospital ship, and thence proceeded to the Downs.

The services of Sir John Norris were suspended early in the following year by the peace of Utrecht, and we do not find them resumed until the year 1715, when the King of Sweden, Charles the Twelfth, having chosen to consider the English as his enemies, and caused all ships trading to the Baltic to be seized and confiscated, notwithstanding the memorials presented to the Regency of Sweden against such proceedings, the Court of Great Britain resolved to oppose such a determined course of hostilty by force, and accordingly equipped a naval armament for the Baltic, and gave to Sir John Norris the command of it, and appointed Sir Thomas Hardy as his second. The fleet consisted of eighteen sail of the line, one frigate, and a sloop. Sir John hoisted his flag in the Cumberland, having ten ships of the line in his division, and Sir Thomas Hardy in the Norfolk, with eight ships of the line, the Mermaid frigate, of 32 guns, and the Drake sloop, of 16.

The fleet sailed from the Nore on the 18th of May, and on the 10th of June joined the Dutch squadron, in the Sound, when it was agreed, in a consultation held on board the Cumberland, to proceed, together with the English and Dutch merchantmen, to their respective ports. Unwilling to proceed to actual hostilities without trying the effect of negotiation with the Court of Stockholm, Sir John despatched an express thither, but was answered in terms so loose and equivocal, that he was determined to follow his instructions.

At Copenhagen, the English and Dutch fleets were joined by the Danish and Russian squadrons, the former, consisting of twenty ships of the line. In the regulation of these squadrons, under the name of the Confederated Fleet, it was agreed that the Czar of Muscovy, who was present with his squadron, should have the chief command; but that Sir John Norris should command the van, the Czar the body of the line, the Danish admiral, Count Gueldenlew, the rear; and the Dutch commodore, with his squadron, and five British men of war, was to escort the trade of both nations to their respective destinations in the Baltic.

On the 16th of August the Czar hoisted his flag, and was saluted by the British admiral with a discharge of cannon, a compliment which was repeated by the Danish and Dutch squadrons; the signal was then given by the Czar for sailing, and on the 18th they came to anchor in the Kiegerbucht, thence proceeded to Bornholm in quest of the Swedish fleet, and found that it had returned to Carlscroon. Sir John having dispatched two cruisers to Carlscroon to reconnoitre the Swedish fleet, the British and Dutch merchant ships, with their convoys, separated for their different ports, and the Czar sailed with his squadron for the coast of Mecklenburgh.

The British and Danish squadrons arrived at Bornholm on the

28th of October, and the two cruisers sent to Carlscroon arrived the same day, having seen the Swedish fleet there, with two flags and seven broad pendants. Sir John, whose chief object was the protection of the British trade, immediately dispatched the two cruisers to Dantzic, with orders, that if they found the Dutch commodore and the British ships there, to hasten their sailing, and to proceed without delay down the Baltic. They reached Dantzic on the 30th, and the following day sailed thence, in company with the British men of war and merchant ships. On the 9th November they joined Sir John Norris at Bornholm, and on the 10th they all reached Copenhagen. On the 12th the Dutch commodore arrived with his convoy; and a few days after, Sir John, having left Commodore Cleeland, with seven sail of the line, to act with the Danes for the protection of the trade in that quarter, sailed from Copenhagen for England. On his way he encountered a violent storm, in which the Augusta, of sixty-two guns, and the Garland, of twenty-four, were lost; with the rest he safely arrived at the Trow on the 29th of November.

The war with Sweden had hitherto been rather of a defensive than offensive character; but a plan having been formed by the King of Sweden for the invasion of Scotland, a bill passed both houses of parliament, and obtained the royal sanction, authorising his Majesty "to prohibit commerce with Sweden during such a time as his Majesty shall think it necessary, for the safety and peace of his kingdom;" and on the 2d March, 1717, a proclamation was issued to that effect.

A fleet was ordered into the Baltic, under the command of Sir George Byng, and Sir John Norris was appointed envoy extraordinary and plenipotentiary to the Czar of Muscovy; and in the same year he was made one of the Commissioners for executing the office of Lord High Admiral of England, Ireland, &c. In the following year, a squadron was again ordered to the Baltic, and the command was assigned to Sir John Norris, and Rear-admiral Mighells. On the 1st of May, 1718, the squadron, consisting of ten sail of the line, left Solebay, with eighteen merchant ships under convoy, and arrived at Copenhagen on the 14th, where on the same day Sir John was honored with an audience by his Danish Majesty, who very graciously received him, and soon after, in conjunction with the Danish fleet, sailed to the coast of Sweden;

but conscious of their inferiority, the Swedes would not risk a battle; and toward the end of October, Sir John returned to England.

In the autumn of the year 1719, Sir John Norris sailed again with a squadron to the Baltic, the object of which was now reversed; and instead of aiding the Czar, Peter, against Sweden, Sir John had to protect her against the Czar. Soon after Sir John had reached England the preceding year, Charles was killed at Frederickshall, and pacific arrangements were immediately made between the courts of Great Britain and Sweden; and in the middle of the year 1719, the King concluded a peace with Ulrica, at Hanover, who yielded to the House of Brunswick the Duchies of Bremen and Verden, with their dependencies, and the King obliged himself to pay to her a million of rix dollars, and to renew the former alliance; and as an additional proof of his friendship, mediated a peace between Sweden and his former allies, the Danes, the Prussians, and the Poles. The Czar could not be prevailed upon to relinquish his views of farther conquest, but sending his fleet to the Scheuron or Batses of Sweden, landed fifteen thousand troops, and effected all the mischief that might be expected from such a prevailing force.

Sir John, in conjunction with Lord Carteret, then ambassador at Stockholm, had exerted his utmost abilities to bring the Czar to terms with Sweden, but it was all in vain; and about the middle of September the conferences ceased. The junction of the British and Swedish fleets, had the effect of stopping the progress of the Czar's operations on the Swedish coast, and he withdrew his fleet into the harbour of Revel.

On the 27th of October, Sir John sailed from Elsenap, with a large fleet of merchantmen, and arrived at Copenhagen on the 6th of November, and was again graciously received by the King of Denmark. From thence he sailed for England on the 12th, and encountered another dreadful storm * on the 17th, by which many of the ships were much damaged, but none destroyed. On the 30th, Sir John arrived in London.

The hostile disposition of the Czar toward Sweden still remain-

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* So constantly unfortunate was the admiral in this respect, that it has been said the seamen always foretold a storm whenever Sir John put to sea.

ing, Sir John Norris was ordered to sail again to the Baltic; and on the 16th of April, 1720, he left England. In the beginning of May he was joined by a Swedish squadron, and on the 24th their force was augmented by the junction of Admiral Wachmeister, with seven more ships, with which it was determined to proceed to the coast of Revel.

A display of force seems to have been sufficient to check the naval operations of the Czar against Sweden; and on the 8th of September, the season being over, the fleet returned to Stockholm, where the admiral was honored with a visit by the new King, accompanied by the British envoy, Mr. Finch, Prince Lubomirski, the Polish minister, and other persons of distinction, who dined on board his ship, and a few days after Sir John sailed again for England.

The cause of the Czar's continued enmity to Sweden was, that the Swedes having declared their crown to be elective, they had chosen the Queen's husband for their King, in preference to her nephew, whom the Czar had taken under his political protection, and who proposed that if they would place the crown on his head he would give him his daughter, and the Swedish provinces he had conquered for a dowry; but as this offer was declined, his enmity was increased, and his preparations for evincing it became still more determined and formidable; but Sweden, while supported by Britain, felt herself firm.

In the middle of April, 1721, Sir John Norris again sailed, and his re-appearance, in conjunction with the Swedes, paralyzed the efforts of the Czar, who fearful of his infant navy, instead of venturing a battle, acceded to fresh proposals of peace, and peace was concluded on the 31st of August, 1721, at Neistadt. On the 20th of October, Sir John arrived in the Nore, having finally effected the general peace of Europe.

The tranquil state of foreign affairs, afforded Sir John a respite from the fatigues of service; in the year 1723 he was appointed to convoy the King from Helvoetsluys to England, but held no other command until the year 1727, when he was again ordered to the Baltic, to check the hostile inclination of the Czarina toward Sweden; his presence had the desired effect, and his services were again suspended till the year 1735.

At this period a difference arose between the courts of Spain and Portugal, in consequence of a matrimonial connection of the latter with the House of Austria, by the union of John the Fifth with the Archduchess Mary Ann, sister to the Emperor Charles the Sixth. This difference appeared, however, to have been consistently reconciled, by a double marriage of Ferdinand, Prince of Asturias, with Barbara, Infanta of Portugal, and of Joseph, Prince of Brazil, with the Infanta of Spain. But marriages of mere policy are rarely effective of their purpose. The harmony of the two Courts was broken by an affair in some respects similar to a recent event in France, but much more seriously considered, either as to the fact itself, or as affording an opportunity of reviving the embers of an enmity smothered, but not extinguished, by the means above stated.

A criminal had been arrested at Madrid by the officers of justice, who were conveying him to prison, when the servants of Don Cabral de Belmonte, the Portuguese minister, determined to rescue him, and by force wrested him from their custody. As this rescue was effected by the servants in a body, it might be fairly presumed that it was by the permission, if not the positive direction, of the minister. The servants were accordingly seized and thrown into prison. The Portuguese minister complained, talked loudly of the law of nations, and was supported by his Court. The *Lex talionis* was first resorted to, and in answer to the Spanish ambassador's remonstrances at the Court of Lisbon, nineteen of his unoffending domestics were arrested; neither of the Courts would yield the satisfaction required, their respective ambassadors were ordered home, and preparations for war were immediately made by both nations.

The Portuguese envoy arrived in London to solicit the assistance which by treaty we were to afford them (whether right or wrong), and was answered by the King, that he would, agreeably to the tenor of his engagements, in conjunction with the States General, interpose his good offices; and that in the mean time, a squadron should be sent to Lisbon, to secure the Brazil fleet from any hostile attack, and very properly advised the King of Portugal to show an inclination to accommodate the dispute.

The conduct of the British government was, in this affair, especially prudent. Sir Robert Walpole had the principal direction of the Cabinet, and the measures resolved on were to be characterised by that generally wise principle of *suaviter in modo, fortiter in re.* A squadron of twenty-five ships of the line, with several frigates, were put under the command of Sir John Norris, (who, in the year 1732, had been advanced to the rank of admiral of the white), which in the beginning of June sailed from Portsmouth for Lisbon. At the same time, a strong assurance was made to the Courts of Spain and France, that it was solely to protect the trade of the British subjects, and to defend the coast and commerce of Portugal, and that the British admiral was not to act offensively, nor to assist the King of Portugal in offensive measures. The wisdom of these measures was confirmed by the result; the two powers submitted to the mediation of England and France, and a peace was concluded at Paris. The appearance of Sir John Norris with his squadron effected this reconciliation in seventeen days. It seems, indeed, to have been the fortune of Sir John Norris to effect more by his presence than his prowess, or rather, that his strength deprived him of opportunities to evince his courage and dexterity.

The liberty enjoyed by British subjects of speaking what they think, induces them often to be loud in their expressions of dissatisfaction, when they only mean to assert their right to murmur; they abuse their government, and lament the degraded state of their country, and the consequence is, that our foreign enemies are often induced to suppose that John Bull wants their assistance to manage his wife, and although they have repeatedly found, in all cases of obtrusive interference, that John will suffer none to strap her but himself, the rising generations of our enemies are not informed by the experience of their forefathers, and they no sooner find John's house in a bit of an uproar, but they are for meddling. Thus it happened in a few years after the above-mentioned expedition of Sir John to Lisbon; *viz.* the year 1743. The sparring of our representatives in parliament, and the corresponding clamours without doors, induced the French ministry to suppose us ripe for revolt at home, and invasion from abroad; and as they had a party Idol at hand, which would prove an excellent tool for the manufacture of mischief, they wrote to the Chevalier St. George, at Rome, to tell him that now was his time. But the Chevalier, whom the experience of years had probably shewn the vanity of the object, and the possibility of passing a comfortable life in a less elevated station, declined the offer. He, however, consented to delegate his pretensions to his enterprising son Charles, whose youth presented to his warm imagination the fairy prospects of ambition, and the charms of sovereign power, and thus deluded, he left a peaceful home for a sea of troubles.

The young Pretender quitted Rome disguised as a Spanish Courier, a disguise not destined to be his last, though under circumstances of much deeper adversity. On his arrival in France, a remonstrance was made by Mr. Thompson, the English Resident at Paris, against this violation of the treaty by which the Court of France obliged itself to exclude from its territories the Pretender to the Crown of Great Britain. But when we are determined to transgress, we are not nice in our apology for the transgression. The preparations for invasion were already in a state of great forwardness, and in the month of January, 1744, M. de Roquefeuille sailed from Brest with twenty ships of war for the British Channel. His approach was soon discovered, intelligence was conveyed by land to the Admiralty, and Sir John Norris was immediately ordered to take command of the squadron at Spithead. With this squadron he sailed to the Downs, where he was joined by some ships of the line from Chatham, and proceeded against the enemy.

While the French admiral was making his way up the Channel, the embarkations were going on at Boulogne and Dunkirk; but the admiral got no farther than Dungeness. There he anchored, and despatched M. de Barreil, with five ships, to expedite the embarkation at Dunkirk; and there shortly after he discovered Sir John Norris doubling the South Foreland, and availing himself of the tide, though the wind was against him, to bring his squadron down upon him. Consistently with the usual fortune of Sir John, the tide failed him when two leagues short of the enemy, and the wind began to blow a storm. The French admiral had held a council of war on the appearance of Sir John, and it was determined not to fight, and as the only alternative was then to run away, the wind favored their flight, drove them home, and prevented the remaining part of the expedition from coming out. A great number of their transports were destroyed by the storm, and the rest rendered for some time useless.

This was the last public service of Sir John Norris, after a course of sixty years continuation; he died on the 19th of July, 1749, and as he was made commander for his services in the battle off Beachy Head, in 1690, must have been upwards of four-score years old. His career was not brilliant, but he has left us no reason to suppose that he did not possess qualities to have rendered it so, had circumstances and situations brought them into action; his services were, however, not less effectual to the interest of his country, and his character seems to have been sufficiently ardent to maintain glory under any circumstances of difficulty or danger. "In the less dazzling duties," says Dr. Campbell, "of his profession, which were all that fortune put in his power to exercise, no man could be more assiduous. When commander-in-chief in the Baltic, he used every means to procure to his country a complete knowledge of that dangerous and intricate navigation, which was, till his time, much feared, and little understood. For this purpose he took uncommon pains to compile an accurate draught of that sea, by causing all officers under him to make every remark and observation in their power. This laid the foundation of that more enlarged and general knowledge, which has at length rendered the navigation of it less difficult even than that of the Thames. His abilities as a negotiator were never disputed, because in that line of service he was always most successful. His temper as a commander, armed with powers either to enforce obedience, or accept submission, were such as claimed the praise, even of those against whom he served; so that among all his enemies, he had at least the satisfaction of knowing there were none who could, with propriety, openly rank themselves under so despicable a banner.

NAUTICAL ANECDOTES AND SELECTIONS.

CAPTAIN ROBERT BARCLAY.

THE inhabitants of Quebec and the Canada merchants in London, have presented Captain Barclay with two superb pieces of plate, of the value of 500*l.* On one of them the following inscription is engraved: —"Presented to Captain Robert H. Barclay, of his Majesty's royal navy, by the inhabitants of Quebec, in testimony of the sense they justly entertain of the exalted courage and heroic valour displayed by him, and by the officers, seamen, soldiers, and marines of the flotilla under his command, in an action with a greatly superior fleet of the enemy upon Lake Erie, on the 10th day of September, 1813; when the presence of a few additional seamen was only wanting to have effected the total discomfiture of the hostile squadron. Of Captain Barclay it may most truly be said, that although he could not command victory, he did more—he nobly deserved it." On the other piece of plate an inscription is likewise engraved, expressive of the sentiments of the Canada merchants in London, of the conduct of Captain Barclay on the above occasion.

OBSERVATIONS ON SHIP TIMBER.

The first and great object of Buonaparte was indisputably the crippling our naval supplies: his unprovoked attack on Russia had this principally in view, and his intrigues with America were directed to the same end. It will not therefore be uninteresting to our readers to be presented with a cursory glance of the demands which this "main prop and pillar of the state" daily made upon our resources. Assuming four hundred thousand tons as the amount of tonnage to be kept *in commission*, and the average duration of a ship of war at the *moderate* period of twelve years and a half, there would be required an annual supply of tonnage, to preserve the navy in its present effective state, of 32,000 tons; and as *a load and a half* of timber is employed *for every ton*, the annual demand will be 48,000 loads. The building of a 74 gun ship consumes about 2,000 oak trees, or 3,000 loads of timber; so that 48,000 loads will build eight sail of the line, and sixteen frigates. Allowing one fourth part more (which is an *extreme* allowance) for casualties, the annual consumption for the whole navy in building, repairs, and waste, will be about 60,000 loads, or 40,000 full grown trees; of which 35 will stand upon an acre of ground. The quantity of timber therefore necessary for the construction of a 74 gun ship will occupy 57 acres of land; and the annual demand will be the produce of 1,140 acres. Allowing only ninety years for the oak to arrive at perfection, there ought to be now standing 102,600 acres of oak plantations, and an annual felling and planting in perpetual rotation of 1,140 acres, to meet the consumption of the navy alone; large as this may seem, it is little more than *twenty-one acres for each county* of England and Wales, which is not equal to the belt which surrounds the park and pleasure grounds of many estates.

It is to be observed, that the preceding calculation, and which will be admitted by the officers of government to be beyond the actual consumption of the navy, is made up with a view to cover all casualities. The consumption of English oak in the building of merchant ships of all denominations, does not exceed 72,500 loads a year, that is for building and repairs, taking it on the average quantity of the tonnage annually built since Lord Hawkesbury's act; so that, instead of the consumption of English oak timber being so great as it is represented by Mr. Money, and the other advocates of India shipping, namely, 100,000 loads for the navy, and 170,000 loads for the merchants' service, together 270,000 loads per annum, it is for both services, on a fair and liberal allowance, only 132,500 loads per annum, and which is made on an estimate, as if ships and vessels of all sizes were *entirely* built of English oak. The contrary, is however, the fact, and the importations of oak and pine from British America and other places, in British ships, for ship building in Great Britain, shews how important it is to retain that valuable branch of business within the kingdom.

The oak timber for naval purposes, and the masts and spars imported into Great Britain in 1812, were,

From British North America.		From all *other* Countries.	
Oak Timber, 18,138 loads.		Oak Timber, 1,255 loads.	
Masts.	Spars.	Masts.	Spars.
22,774.	17,241.	16,114.	82,738.

But the importation from these colonies in the two preceding years was considerably greater, *and may be increased to any extent*, under the fostering protection of government, but not otherwise.

1810—29,305 masts.	1810.—31,275 spars.
1811.—30,138 ditto.	1811.—19,860 ditto.

The oak timber imported from British North America in these years was—

In 1810. Loads, 17,257 | In 1811, Loads, 24,470.

After this satisfactory exposition of the competency of those colonies to supply the mother country with the preceding articles, and with staves, potash, fish, furs, &c. which has been shewn on former occasions, surely there can be no hesitation as to what ought to be the policy to be pursued at this crisis by the cabinet of Great Britain.

DREADFUL FIRE AT ST. JOHN'S.

THE news of the destructive fire at St. John's (Newfoundland) was brought by the Pike, arrived at Plymouth, after a passage of 15 days. The fire broke out in the night of the 11th of March. The number of houses destroyed exceeds 130. A violent storm came on, which saved the remainder of the town, including the custom-house, and other public buildings. The following extract of a letter contains all the particulars which have yet reached England:—

"ST. JOHN'S, FEB. 17.—Between the hours of eight and nine of the night of the 12th instant, a fire was discovered in the house of Edmund Walsh, in Gambier-street, about two doors from the south side of Duckworth-street. The inflammable materials of which the buildings of the town are constructed, excited the most alarming apprehensions. The wind blew furiously from the south-east quarter, and rapidly bore the flames to the range of houses forming the north side of Duckworth-street, while the all-devouring element also extended its ravages to the south, against the wind, and westward, towards the cluster of new buildings lately erected on the extensive premises of Messrs. Crawford and Co. and by five o'clock on the morning of the 13th instant, all the buildings between Sawyer's-corner, at the east end of Duckworth-street, and the new Methodist meeting-house, at Gill's-shute, westward, and from the corner building on the

King's-beach, facing the Ordnance-wharf, to the erections opposite Messrs. Hunters and Co.'s, in Water-street, comprising about 150 houses, were completely destroyed. In these are included the houses in Customhouse-lane, north of Duckworth-street. The Customhouse and adjoining buildings happily and narrowly escaped. Occasional showers of snow and rain, that fell during the conflagration, somewhat retarded the progress of the flames; and the removal of one or two houses in Water-street greatly contributed finally to subdue the fire.

" When the flames reached the north side of Water-street, facing the premises of Messrs. James Macbraire and Co. the immense body of fire, almost in contact (from the narrowness of the passage at this point) with the houses on the south side of the street, soon communicated the flames to the fronts and roofs of those buildings. It was here that very extraordinary efforts were required, and were happily exerted; for upon the success of these efforts depended the security of the most important part of the town. The volumes of fire detached from the more immediate scene of destruction, and carried by the storm to buildings not in imminent peril, filled the inmates with terror and dismay; and, in the removal of their goods, considerable damage has been sustained. The aggregate pecuniary loss has been moderately estimated at upwards of 100,000*l.*; and about 1 500 persons have been driven to seek new abodes, in the most inclement month of a Newfoundland winter. To the seamen from the king's ships, and the troops from the garrisons, directed by their respective officers, every praise is due; for it is to their steady conduct, in conjunction with the efforts of the orderly and respectable inhabitants, that we stand indebted for the preservation of the most valuable part of the town. Here it becomes our indispensible duty to state, that the bulk of the lower orders of the community stood, during this afflicting moment, with their arms folded, surveying the disastrous scene with an apathy disgraceful to the human character. Many of this description, instead of contributing their efforts to arrest the progress of the flames, or to aid the unhappy sufferers, appeared to have no object but pillage; and the distresses of their unfortunate fellow creatures have, of course, been considerably aggravated by the depredations committed by monsters in human shape, upon the property snatched from the flames. The season at which this misfortune has befallen us is most unfortunate—hemmed in by vast and impenetrable barriers of ice and snow, that insulate us, as it were, from the civilized world —no interior to fly to, but a frozen trackless wild.

EARTHQUAKE AT SUMBAWA.

THE American papers give a long account from the *Java Government Gazette*, of an earthquake which took place in the island of Sumbawa, which, if true, by far eclipses the eruptions of Ætna and Vesuvius. It is stated to have been felt at Batavia, a distance of between 700 and 800 miles. Two vessels had arrived, both confirming the accounts of this fatal convulsion of nature. The captain and passengers state, that on the 4th of April, they heard at sea reports which they at first took for discharges of artillery; the heavens became obscured about eleven, and the remainder of the day passed in darkness the most profound, during which the agitation of the sea, the sulphurous smell, the sudden gleams across the atmosphere, with the dreadful volcanic erruptions, are not to be described; the fall of ashes was frequently two or three inches deep. About nine o'clock next morning the sky became clear, and, on landing on an adjoining island, the leaves were found stripped from the trees—vegetation had been destroyed—the birds had dropped from the branches—the fish were lying on the waters dead—and all nature bearing the most frightful appearance.

MONUMENTAL RECORD OF THE ALEXANDER EAST INDIAMAN, AND HER UNFORTUNATE COMPANY.

A MONUMENT has been erected in the church-yard of Wyke Regis, to record the melancholy fate which befel the passengers and crew of the late Alexander East Indiaman. The following is a copy of the inscriptions:—

To record the melancholy wreck of
THE SHIP ALEXANDER,

This monument is erected by C. Forbes, Esq. M. P. London, and the owners of the said ship, which, on her voyage from Bombay to London, was totally lost in the West Bay, on the night of the 26th March, 1815, when all the crew and passengers, consisting of more than 140 souls, unhappily perished, with the exception of five lascars.

The following are the names of the persons whose bodies were found, and buried immediately adjoining this spot:

Lewis Auldjo, commander; Mr. Brown, chief officer; Major Jackson, Captain Campbell, Lieutenant Wade, Mrs. Auldjo, Mrs. Dunbar, Miss Toriano, two Misses Deverells, Miss Jackson, Master Russel, Master Jackson, and Miss Elphinstone.

The remains of Mr. Dunbar were found subsequent to the interment of the above-mentioned, and buried in Portland. The body of Mrs. Jackson was taken up near Lyme, in this county, [Dorset] and there buried.

The under-mentioned also perished on this melancholy occasion, and their bodies have not been found:—

Major Ramsay, Lieutenants Bennet and Baker, Mrs. Deverall, Miss Jackson, Master Deverall, Mr. Bowman; 2d, 3d, and 4th mates; an European woman servant, and an invalid of artillery.

Lamented shades! 'twas yours, alas! to drain
Misfortune's bitter chalice; whilst in vain
Fond Hope and Joy, regardless of controul,
Prompted each movement of the winning soul;
Sudden Destruction rear'd his giant form,
Black with the horrors of the midnight storm;
And all, convuls'd with elemental strife,
Dissolv'd the throbbing nerves of Hope and Life.
Death's triumph past, may angels guide your way
To the blest regions of eternal day;
Where no rude blasts provoke the billowy roar,
Where Virtue's kindred meet to part no more!

BUONAPARTE AT ST. HELENA.

Papers relating to the residence of Napoleon Buonaparte at St. Helena.

(1.)—Estimate of the probable annual expence of the Island of St. Helena, during the period of its continuing to be the residence of Napoleon Buonaparte and his Suite.

		£. s. d.	£. s. d.
Military Charge :			
Pay of a Battalion of 1000 rank and file, according to the rates established for the East India Company's service, at St. Helena		34,789 11 10	
Pay of the Staff:—			
2 Aides-de-Camp	347 14		
1 Secretary	695 8		
1 Brigadier-general	1043 2		
1 Deputy-adjutant-general	695 8		
1 Deputy-inspector of Hospitals	869 5		
1 Apothecary	347 14		
		3,998 11 0	
			38,788 2 10
Ordnance :—			
Pay of a Company of Royal Artillery, according to the rates above specified			4,317 12 6
Civil :—			
Salary of the Governor, including all his Civil and Military allowances, table-money, &c.		12,000 0 0	
Estimated annual expence of Buonaparte and his Suite		8,000 0 0	
			20,000 0 0
			63,104 15 4
Probable expence of provisions for the troops, calculated at the rate of 2*s.* 6*d.* for each ration			54,570 0 0
Total charge			117,855 15 4
Deduct average annual expense of the garrison at St. Helena, previous to its becoming the residence of Napoleon Buonaparte			80,384 0 0
			37,471 15 4

For the probable expense of the naval force employed at St Helena, vide the annexed letter from Mr. Croker to Mr. Goulburn :—

(2.)—Copy of a letter from Mr. Croker to Mr. Goulburn, dated Admiralty Office, 11th April, 1816.

SIR—In reply to your letter of the 9th instant, communicating Lord Bathurst's desire that a statement should be transmitted to his office, shewing the amount of expence per annum, in the naval departments, on account of the additional ships of war employed at St. Helena, during the residence of Buonaparte in the Island, as distinguished from former periods; I am commanded by my Lords Commissioners of the Admiralty to acquaint you, that as it is not possible to state the precise disposition which the admiral commanding on the Cape of Good Hope station may make of the squadron under his orders, it cannot be exactly calculated how much of the whole expense is attributable to the service of St. Helena; but an estimate of the expense on this latter account may be thus formed:—The whole expense of the squadron on the station is 131,275*l.* 9*s* per annum; the expense of that part which would, if there were no St. Helena squadron, be restored to the Indian station, and employed in performing the ordinary duties of the Cape of Good Hope station, including the Mauritius, &c. is 76,712*l.* 13*s.* 1*d.* which being deducted from the first sum, leaves 54,562*l.* 15*s.* 11*d.* as the expense of the St. Helena squadron, contra distinguishing it from the whole force of the station; but it is possible that the admiral may find that the service can be carried on with a less amount of force, in which event a further deduction will be made from the above stated expence. I am, &c.

(Signed) *J. W. Croker.*

Colonial Department, May 3d, 1816.
HENRY GOULBURN.

NEW METHOD OF DISCHARGING SHIP GUNS.

THE recent success which has attended discharging guns without the application of fire, has proved how important the method might be on service, either at sea or in the field:—When the Leipzic brig was wrecked on the bar at Yarmouth, the wind was so extreme, and the sea breaking so furiously over the pier head, that a match could not be kept lighted to explode the mortar with. Fortunately Lieutenant Woodger had with him tubes primed with a mixture of hyper-oxymuriate of potash and sugar-candy, also a bottle of sulphuric acid; which, on his applying a small quantity of the latter to the former ingredients, produced the instantaneous ignition consequent on their coming in contact; otherwise it is probable the mortar could not have been fired, and the crew would, therefore, have been lost.

BUONAPARTE.

WHEN the Owen Glendower, Capt. Brian Hodgson, left St. Helena on the 26th of March, General Gorgon was very ill of dysentery, and was not expected to survive the attack. Captain Hodgson and Colonel Pigot (the latter came from India, passenger in the Owen Glendower) were introduced to Buonaparte. He appeared in perfect health. The intercourse did not exceed two minutes, although the meeting was by his own concession, made on the previous day through General Bertrand; they waited three quarters of an hour, when they were introduced to him by that officer. He asked, with much rapidity, a few unmeaning questions (such as the length of time the ship had been on the voyage, how long it would take to reach England, &c.) and then bowed, which signified they were to withdraw. His countenance did not possess any of those prepossessing smiles which others have discovered at such conferences, but rather those of a contrary character. It was well known that he had expressed himself displeased with Sir George Cockburn's arrangements: he thought them unnecessarily rigid—the best proof that could be afforded of their secure tendency.

CORRESPONDENCE.

On the Horrors of the Impress, &c.

MR. EDITOR, *8th April*, 1816.

NOW that there is a prospect of this great country being about to enjoy the long-looked for blessings of peace and quietness, it were highly essential to our best interests, that a committee of the legislature should be carefully selected to investigate the vital subject of *Impressment*; and to devise other means of manning the fleet, less odious, and more consonant with the age in which we live, as unless this great and necessary measure is adopted, as well as the redress of existing grievances in our marine,[*] it requires no great depth of penetration to perceive, that in the event of another maritime war bursting upon us, the navy will never exist in its former splendor, until some revolution, some burst of wounded pride, asserts the engunwaled grievance. I am, Sir,

Your very humble servant,

Anti-Torturer.

* * *

MR. EDITOR, *10th April*, 1816.

HAVING in some former letters stated my conviction of the *necessity* and *justice* of paying our seamen on *foreign* as well as *home* stations; and also my surprise at the backwardness of naval officers possessing seats in parliament, to come forward in support of measures tending to benefit the service; I am now induced to resume the consideration of these topics, from what has passed so very lately in the House of Commons, on the debate relative to the navy estimates for the present year.

On that occasion, two honourable and gallant young officers, Captains Pellew and Waldegrave, stood forward to *advocate* and support the claims of the seamen, to receive at least *a part* of their pay when serving abroad; and who by their open, manly, and honourable conduct on that occasion, have, I am certain, gained, as they deserved, the praise and approbation of their unprejudiced professional brethren, and have fully proved themselves the seamens' friends. Their own sensations cannot be otherwise than pleasant; for their own hearts, their *great* and *recent* experience, testify, and assure them, they ask only for *what* the seamen *want*, *deserve*, and *ought* to have. The example of these gallant officers (whose names and characters I only know from the Gazette, which has *often* recorded their zeal and bravery), will, I sincerely hope, induce others to come forward in the same good cause; for there is unfortunately *much* yet to be done, and I trust they will not be *deterred* or brow-beat by the illiberal opposition of the Lords of the A———y. I call it *so*, because they appear to have opposed it only as *not* originating in *themselves*; for as to any arguments of weight or force brought forward against Captain Pellew's suggestion, there certainly were *none whatever*; and Lord Castlereagh himself acknowledged, it might be *proper*, but would be *inconvenient* to pay ships on foreign stations. I shall revert again to this *mighty inconvenience*, but must first observe, that of one of the naval lords, Sir G. H——, I did certainly expect *better things*; his character justly stands very high in the service, and I was indeed much astonished at his speech on this question, of such importance to the navy. Another naval member* of the House, and if report speaks truth, *an aspirant* to a seat at the A———y B——d, took upon himself the task of *schooling* the two young captains, finding fault with them for *presuming* to give their opinions *before* they had acquired experience; he no doubt fancied himself on his quarter-deck, and these gentlemen, with hats in hand, receiving a professional lecture; but is he qualified to teach them, even if they required more information?—Oh yes:—he bids them go first to the Admiralty, My lads, the *reception too often* given there, another patriotic member, Mr. Forbes, has in some degree made public, and I believe the answer given to him by Mr. Croker, which, *however flippant*, was not *quite convincing*; the difference between the Horse Guards reception and the Admiralty is perfectly notorious. The gallant admiral in question may practice, if he pleases, the doctrine of doing only what the Admiralty approve; but it is surely too much to go down to the House of Commons, and *preach* it to younger, and more *independent* members; these gentlemen have, it seems, and I trust will *ever* virtuously maintain opinions of their own; and if they are to be advised and directed, I hope at least they will take *no counsel of this gentleman*. I allude to nothing but his speech on the estimates, it was certainly an extraordinary one!

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[*] Instance the case (out of many others sufficiently notorious) of the warrant officers and midshipmen not being permitted (like even the assistant-surgeons) to draw for their pay on foreign stations. Accordingly, if they do not pick up a little prize-money, their "uniforms" appear in rags, with their toes out of their shoes; the consequence of which is, they are "disrespected" or "contemned" by their inferiors; and how can it be otherwise? This again affects the discipline of the ship, to repair which recourse is had to *terror*.

Now, Sir, as to the *difficulty* of carrying this *innovating* system of Captain Pellew, (as the before-mentioned admiral calls it) into execution, which Sir G. Hope, Mr. Rose, p or man!!! and others dwelt upon, I really can see little or *none;* it would no doubt require a naval pay-officer at each of the foreign stations, but these do not exceed *six or seven*, and I do not believe the expense would exceed the reduction which *has* taken place on Mr. Croker and Mr. Barrowes' salaries, or which *should* have taken place in Mr. Rose's, *poor old gentleman*. I am well persuaded there can be no real difficulty as to paying ships on proper stations, without incurring any expense of magnitude. Sir G. Hope, (I am sorry to be obliged to quote *his* arguments) says, that as far as *his* experience went, he does not think any new system of the kind is required, and that there has been no want of men for ships presently fitting for foreign stations. Now as to *his* experience from serving on foreign stations I can say nothing; but as to that of many other gallant officers of equal, and perhaps more experience, I can say positively that Captains Pellew and Waldegrave's statements are very strongly supported by their approbation; and in time of peace, when there is no prize-money, a part of their pay is indispensably necessary to their comfort. With respect to the facility of manning ships, fitting for foreign stations, although they are *now* manned, as the Hon. Admiral stated, yet I know, and it is well known, that many of these ships, (I name the Tigris and Picque frigates for the West Indies as two) have been waiting for *six or seven months for men*. So much for the arguments used against this highly necessary improvement in the naval service, urged by the naval lords! Had those gentlemen candidly and liberally stated their approbation of Captain Pellew's excellent suggestion, they would have done themselves honor; as it is they have resisted it but only for a time, I hope, as Sir J. Syd. York, I think, mentioned it would be taken into consideration, and if so, I am very hopeful it will be carried into effect; and I trust if it is not, the gallant captain, and his worthy coadjutor Mr. Forbes (who seems so much alive to the best interests of the navy) will bring the subject again before the House; this they promised to do, but I hope it will be unnecessary. Another subject touched on by these gentlemen was, the great number of old lieutenants, who having served meritoriously, through the two last wars, now find themselves quite neglected and unremembered, only because they have no interest, and have served, perhaps, with captains possessing as little as themselves. In a former letter I pointed out the urgent necessity there existed for granting, even now, (late as it is) the long desired step of promotion claimed by these gentlemen, and I suggested a plan for making a fair selection, by calling in all lieutenants above *ten* or *twelve* years standing, to give in memorials, stating their services and claims. The present is to be sure the time of reduction, but the country is too liberal, and too sensible of what it owes to these men, to deny this boon. This was the only argument used by Sir J. S. Yorke, when the claims of these officers were mentioned by Mr. Forbes in the House. The expense will not be very great, not 20,000*l*. a year, and they have been the faithful servants, the gallant defenders of their country.

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* Sir J. P. Beresford.

I may add, that had the same liberal system of promotion prevailed from 1793 to 1802, which has been adopted since that time, the greater part of these officers would long since have possessed the object of all their anxiety—commander's or post captain's commissions. Officers of late years have obtained rank more easily than before, so that it is doubly hard for them to be altogether excluded.

I understand a petition to Parliament and to the Admiralty is now preparing by these gentlemen, and I sincerely hope their claims will not be resisted or denied; I am sure the voice of the country is in their favour, and I trust the naval officers having seats in Parliament, when the question again comes before them, will advocate their cause, with honest and independent minds. May I call on Lord Galloway and Sir Charles Pole as men of great experience, wisdom, and probity, to step forward to assist the efforts of such *true hearted men* as Captains Pellew and Waldegrave. I ought not to forget Admiral Markham; but being a better known, and more determined opposer of ministry, I should wish to see it carried rather by the friends than opposers of government. With best wishes for the good of the service, I am, &c.

Nestor.

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On the Disgust of Seamen at the "polishing System."

MR. EDITOR, *10th April*, 1816.

YOU will perhaps permit me through your interesting and valuable miscellany to remark, that scarcely any one thing, except, indeed, the *indiscriminate use of the cat*, and the *flagrant abuse* of the privilege of *flogging*, tends so much to cause disgust and aversion on the part of our brave seamen towards the naval service, as what is denominated the "polishing system;" let the iron work on board our ships of war, but receive a lick of *black varnish*, two or three times in a twelvemonth, instead of being polished; and whatever some superficial persons may think of the matter, no inconsiderable portion of their present manifest and lamentable dissatisfaction would cease.

I am, Sir, your humble servant,

A Close Observer.

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MR. EDITOR, *April* 12, 1816.

THE late discussions and animated debates in the House of Commons on the navy estimates of this year, have brought to public view several great and heavy grievances, which it appears still unfortunately exist in that department; it is certainly true, that many others formerly existing have been done away by the present and former boards, and they ought to have due credit for their exertions; but I think it is quite incontrovertible, that the grievances mentioned by Mr. Forbes, and Captains Pellew and Waldegrave, are *neither imaginary nor unreal*; they *certainly exist*, and I trust the patriotic and well meant (for they are no party men) exertions of these gentlemen in behalf of our gallant officers and seamen will have the wished for effect, and lead to their early redress by the board. *Those* Gentlemen enumerated these grievances, and I shall repeat them here. First, the want of pay to ships and seamen on foreign stations: Secondly, the loss which officers sustained by the exchange on foreign stations, travelling expenses, and by loss of baggage when taken or wrecked, &c.: Thirdly, the hard case of so many old commanders and lieutenants, who have served through the two last long and harassing wars without obtaining promotion; solely, because they had no interest: Fourthly, the non-existence of an adequate retired list. And, fifthly and lastly, on the state of a rapid decay, which at this moment pervades the British Navy. To this subject Lord Folkestone called the attention of the house, and as most of the other hardships have already been noticed in very forcible language, and supported with very strong arguments by your other correspondents, I mean at present to limit my observations to the last truly important one; *viz. the rapid decay of our men-of-war:* and I trust the country and parliament, as well as the Board of Admiralty, will become sufficiently alive to the importance of it. Since peace has taken place, the number of ships broken up or sold out of his Majesty's service, has amounted to *above three hundred;* of which number, nearly a fifth part were of the line: it is true, a part of them were old prizes or receiving ships; but since a general saving began to take place, I observe with alarm and regret, that ships of the line only seven or eight years old have been condemned, and are now either broken up, or ordered to be so; of these I need only mention the Stirling Castle, built in 1811; the Magnificent, reckoned one of our *very* finest ships, 1807—Marlborough, 1807, and Victorious, 1808—our frigates appear no better, but worse, as is proved by the condemnation of the Eurotas, Cydnus, and Malacca, *after three years service.*

I am well aware that the first mentioned ships (and there are many not so old *in a worse state*), were built in merchant yards, as were also the frigates, on the spur of the moment, and the Admiralty lords have declared *this ruinous plan* is abandoned *for ever*; I hope it is so, for the waste of money incurred by building in private yards has been truly astonishing, and the consequences are at this moment appalling to the country. The number of our serviceable ships of the line, including those building (I believe seventeen), is now *under* a hundred, I fear considerably; and I am by no means certain that the condemnation of these private yard ships is *yet over*; at any rate, I have no hopes of the others continuing serviceable above three or four years, and if this circumstance is considered, it will sufficiently appear, how *urgent* and *imperious* it is in government to take care their places are speedily supplied by king's yard ships. I am of opinion, that one hundred sail of the line* *quite fit for service,* is a sufficient defense for Britain, with a due proportion building, and harbour ships besides, and I trust there will be no diminution of work, no paying off of carpenters in the king's yards, until that number has been fully prepared. Nor ought the attention of the board to be confined to ships of the line *only*; our fir frigates and fifties will decay, are decaying, in a still more rapid and wonderful manner, and their places must be supplied, and much *larger* frigates built, if we are ambitious of being prepared to maintain and defend our dominion at sea with the same glorious success, as has hitherto on every great occasion attended us, and been our proudest boast, and our greatest glory.

We have *yet* by far too many ships of every class built in merchant yards; but as a very few years *must* see them falling to pieces from internal decay, I mean the *dry rot*, the greatest attention ought to be given to bring forward others to supply their places: at the present moment twelve common sized frigates *only* are on the stocks in the king's yards; a number far too small to make up our annual loss; for this, from the causes above-mentioned, must for some years be very considerable.

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* It is said, government mean to have this force prepared as fast as possible. I hope it is so

The estimates for the present year have been sufficiently liberal, notwithstanding the national, as well as individual distress for money which characterises the present day. and although the waste and lavish expenditure (unexampled and alarming as it has been) which has pervaded the naval department, may lead parliament to watch more anxiously over our future expenditure; yet the proper support of our naval concerns and defence, is so justly appreciated by the country, that sufficient means (while the country possesses it) will never, I am sure, be denied to keep our navy *effective* and *powerful.*

Mr. Editor, I do not wish to probe this national wound *deeper* at present; but I should require to see from *authentic* sources, a list of ships sold or broke up, with the dates of capture, or year of building. Also, of ships *presently* in good repair; of ships repairing, and of ships capable of being repaired; of those now building, and of the number and description *intended* to be built annually. Such information is wanted to satisfy the country and to shew that the Admiralty are sufficiently alive to the magnitude of their charge. Perhaps you may procure this. I have indeed wondered, that it has not been moved for in the House of Commons; at present there can be no good reason for refusing it if asked.

Alfred.

N. B. I have just read Mr. Brougham's speech, bearing such honourable testimony to the great attention now bestowed by the Admiralty on improvements in naval architecture; and I, therefore, hope to see the British navy (a new and durable navy), speedily arise from the ashes of the old, long to continue powerful and victorious.

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MR. EDITOR, *April* 18, 1816.

GREATLY disappointed as I have been, by the result of Mr. Forbes' motion in the House of Commons for the payment of king's ships on foreign stations, and by the speech of a gallant old admiral, Sir C. Pole, *against*, instead of for, that measure, as I had expected; and, hopeless as the business now seems to be for the present, yet, having already in former letters given my opinion on this important subject, I think myself called on to persevere a little farther, and submit some *additional* arguments in its favor; in the hope, that although laid aside *for the present*, it may at some future period, or by another Board of Admiralty, find *more advocates* (I had nearly said receive a more careful consideration) than has come forward on the present occasion. It has been stated, that the seamen are allowed, and have been *long* allowed; viz. since the late Lord Melville introduced in 1798, I think, the bill for that purpose, (which gained him deservedly the appellation of the sailor's friend) to allot any part of their pay not exceeding one half, to their wives, families, and friends, who are left at home; that another part of their pay to the extent of one fourth, is allowed to be furnished them in slops when on board; and that the remainder is withheld until their return home, for the *double* pupose of preventing men from deserting, and losing thereby their services, and of enabling them by receiving a large sum at once, to enjoy themselves on their return home after many years of service and of absence. Now, sir, it is my firm opinion, that those arguments *are unswered*; they are assuredly founded *more* on *prejudice*, and the *dislike*, and *fear* of *innovation*, as it is termed, although it would be much more wise and liberal to call it a just, necessary, and reasonable change of system, as Mr. F. has done in bringing this business forward. Can it be credited, that men who have left their wives and families *depending* on their *allotment* would *run*, except from *tyranny* and *oppression*, and that they would not serve more cheerfully and contentedly, were they to receive from time to time a small issue of pay* in addition to their necessary quantity of slops; for sailors have unquestionably some necessity for money; and although some might no doubt squander it in the grog shops, others would provide a few additional comforts and necessaries as Captain Pellew mentioned, to take on board with them when going to sea. I think the fact is incontrovertible. Then again, as to seamen wishing to receive their money in a lump on their return; what becomes of it then? I will venture to say, that on a ship being paid on returning from a foreign station, and the men receiving round sums, not one in twenty carries it, or sends it to his family; no, it is too notorious, that, what has been the work of years to earn, is squandered in a few days or weeks at the utmost, and poor Jack reconciles himself to its loss by the recollection that he has had a day's, or a week's rare fun, and that he can go to sea again. Now it is clear, that if this is a true picture (and I wish to paint from the life) that the issue *of a part* of the seamen's wages abroad would *not tend to produce desertion*, but assuredly *comfort* and *happiness* to the men; nor would it prevent them still receiving money enough on coming home to make merry with for a few days, or to spend with their friends if soberly inclined.

As to the expense of paying ships abroad, surely this is far from being either a difficult or expensive arrangement, was the board willing or anxious to adopt the measure; it would be quite sufficient to pay ships three or four times a year on going into port after cruizing; and I have mentioned in a former letter, that the foreign stations are not, I believe, more than six. Suppose then, that the naval commander, or naval officer, should take this duty, and be allowed some additional pay, and an additional clerk; and that he is ordered to draw bills on the treasurer of the navy, sanctioned by the admiral or officer commanding on the station, and keep regular pay-books. By making some such arrangement, I do not believe the expense in all would exceed two thousand a year; and I think it is quite undeniable, that it would tend infinitely to the comfort of the men and officers, and, of course, to the good of the service. I have attended anxiously and carefully to the arguments of the naval lords, and certainly remain unconvinced, that they have done right in rejecting this plan; before it was spoken of in parliament, I had recommended it through your Chronicle, and most deeply regret its present failure; but I am well persuaded it must yet, sooner or later, take place.

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* Sailors in the merchant service have no other advantages but this *single* one; they have a little more pay, but much harder work.

I recollect no other arguments used by the Lords of the Admiralty against this new measure, except that it might occasionally lead to inconvenience and delay when fleets were blockading an enemy's port or coast; now I do not think that this bears at all on the question. Ships at home are generally paid *singly* on coming into port in their turn, to refit, water, or replenish stores: just so it is proposed to pay those abroad, and therefore there would be no delay. British seamen never have been, never, I will venture to say, will be so unreasonable as to wish for *pay* or *liberty* when the enemy were, or are expected to be at sea.

I shall now leave this important subject, on which much *diversity* of opinion seems to exist amongst naval men, to its fate; satisfied, that the board has already considered, and may perhaps re-consider it; and that if my opinion of it be just, it will be supported by abler pens and more powerful, although not more zealous advocates than

Nestor.

On Impressment.

MR. EDITOR, *28th April,* 1816.

WHEN we reflect on the attention which is given to form men for the standing army, and on the prodigious exertions made by government to promote that service; if such be requisite, and that so much depends upon the training of men to make them soldiers—I ask, what man of common understanding can suppose, that men are formed to fill the place of *seamen* (who only can be trained from early youth) by merely clothing them with a blue jacket and trowsers? This I deem an insult to British seamen; and that the Admiralty Board for so many years past, should have paid so little attention to this subject is most extraordinary (I allude not particularly to the present board, but also to several preceding ones). Surely some improvement might have long since taken place in the manner of raising men for the navy, and which might be *very far more conformable to the boasted liberty of this country!* It was by an obstinate adherence to regulations which should vary with circumstances, that many of the evils which desolated Europe since the year 1789, to the final close of hostilities were mainly owing. From this pertinacity on our part, Buonaparte derived almost as much advantage as he did from his abilities, enterprize, and judgment, particularly in the first part of his career. *Fas est ab hoste doceri!* a word to the wise!

An Englishman.

MR. EDITOR, *4th May*, 1816.

I AM much pleased at seeing in your excellent N. C. a list of the officers who receive pensions for wounds, &c. with the sums specified against their names. It is certainly pleasing to see that they do receive some allowance, although not so much as their heroic deeds demand. In the navy estimates, as presented to the House of Commons, a similar account is given, and like that statement, you have committed an error, which from your usual correctness has not, I conceive, been intentional. Among the list of captains is the name of "John Richard Lumley, 300*l.* for the LOSS OF A LEG." You may rest assured I am not going to find fault with the sum, but positively to state, that Captain John Richard Lumley has NOT lost either of his LEGS, that he walks as well upon both of those valuable members as Wilson the Blackheath pedestrian does upon his, although I readily allow not so swift. How such an error can have arisen is surprising, and rather displays a laxity of attention in those under whose care these documents are submitted to the consideration of Parliament. The College of Surgeons who examined this gallant officer could never state that he had lost his LEG—the memorial which he sent to the council of his sovereign could make no such assertion; and it therefore remains for the solution of those who are best acquainted with the mysteries of office, why it is so inserted in those papers. Do not suppose I intend saying he has improperly obtained that reward he is so justly entitled to. No; it is my wish to re-echo that which is notorious to all the navy, and I might say to nearly all the world (excepting those who ought to have correct information of every gallant officer) that Captain John Richard Lumley has lost his ARM (and not his LEG), which I have every reason to suppose, from his appearance, was taken out of the socket of his shoulder.

Mirabile Dictu!!!

* * *

TO THE RIGHT HONOURABLE VISCOUNT MELVILLE.

MY LORD, *Harrow*, *6th May*, 1816.

EVERY one who is conversant in the measures that have been taken within the last twenty years, to render the situation of the officers and men in the navy more comfortable, will be ready to give the meed of praise to the memory of your late father, to which his disinterested zeal gives so just a title.

While treasurer of the navy, he effected the means for the commissioned officers drawing for their personal pay quarterly, which used to be obtained but yearly before; and for the men allotting half their pay to their wives, mothers, sisters, or children, by which vast sums were quarterly and monthly distributed, that used to be retained in the treasurer's hands for considerable periods of time, and from which he must have derived immense profits.

These were acts of disinterested patriotism; acts of substantial benefit to the navy, far exceeding pretended inquiries, and faint representations, that disappear under every cloud of opposition, which manifests indifference, or a want of information on the subjects agitated.

It is also well known, that while your late father was at the head of the naval administration, he was labouring (ably supported by his faithful secretary, the late Commissioner Budge*) to render the situation of the different classes of officers more proportionate to the expenses of the present times than they had long been; being fully sensible how far they had fallen back from their first establishments, by the great depreciation in the value of money, which a considerable lapse of time had effected.

But political jealousy and intrigue, which are not very nice in their means to attain their object, put an end to these labours, calculated to render essential service to the navy, without interesting themselves to complete a work so desirable.

Your Lordship can have no hesitation to tread in the path marked out by one, whose memory must be retained with affection and regard; but you may have doubts on many points.

It is to be lamented, that when naval subjects are brought forward in the Legislature, what paucity of information apparently prevails on one side, while clouds of darkness are raised on another. It is to be lamented with what obstinacy naval men there cling to old customs, and deprecate all improvement that is not commensurate with their ideas.

Can there be a stronger proof, than when the proposal was made for paying the men serving on foreign stations a proportion of their wages?—All the objections that I have read are deserving of no serious consideration. To talk of paymasters being wanted for such a purpose, only discovers what confused notions the objectors must have entertained on the subject.

What paymasters are wanted for the repairs of ships in foreign ports, where there is no national establishment for that purpose? What paymasters are wanted for the purchase of provisions, or necessaries of any description? What paymasters are wanted for the issuing of slops? Must not all the articles of apparel with which the men are supplied at home, or in foreign parts, and all charges, of whatever nature, appear in the pay books before a ship's company can be paid? And what difficulty could there be in adding a column for pay advanced in foreign parts?

Truly, my Lord, those who reflect upon the subject, aided by a proper degree of information, will not be much inclined to raise objections, where none can exist but in the imagination.

A column in the slop-book, or a book adapted to the purpose, would not much increase the labour of the captain's clerk and purser. Into the regular pay-books, all sums advanced as pay, could as easily be inserted as slops. Here there can be no objection.

How can the money be procured? How can money be procured in aid of the naval service for any other purpose in foreign parts? How is the money procured for paying the troops abroad?

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* For biographical memoir of this officer, see page 1 of this volume.

What difficulty would there be in authorising the captain, or commander-in-chief, as the case may be, to draw bills upon the treasurer of the navy to the necessary amount? Surely every objection ought to vanish before this simple process.

But, some men say, this would be an innovation on *old established customs!!!*—Certainly; was not the commissioned officers drawing for their pay quarterly an innovation on old *established customs?* Was not the men allotting half their pay an innovation on *old established customs?*—But who can deny that those innovations on *old established customs* have been attended with beneficial effects?

It is well known in the navy, that the men often take up slops, or different articles of clothing, to barter them away for other necessaries. This would be prevented by part of their pay being received whilst on foreign stations, no clothing being supplied but what was known to be *necessary*.

Instead of every measure proposed for rendering the naval service more agreeable to seamen, being viewed with illiberal jealousy, and parsimoniousness, it ought to meet with the ready ear of government, and the most favourable construction, consistent with the interests of the country.

Seamen, indeed, are generally of a more roving disposition than soldiers, arising from their habits of life; and they have the means, in their profession, of transporting themselves from one country to another; but are they more insensible to comforts than other men? Are they more insensible to favours? Are they less generous?

Instead of proving a temptation to desert in foreign climes by receiving a part of their pay, it is probable it would have a contrary effect.

Why should not the British naval service be rendered more agreeable to British seamen, than that of any other country?

No temptation of an immoral tendency ought in any manner to be held out, or tolerated; but every comfort, consistent with the nature of the service, by which it may be rendered more pleasing, ought to be readily adopted.

The country ought to have in view the time when her naval power will be again called into action, to combat for the dominion of the ocean; to secure her foreign possessions; and, perhaps, to meet a confederacy as powerful as any that has hitherto existed.

No one can foresee what shall arise out of the present state of Europe; but what this country has experienced, warns her to be prepared for all events, by cherishing that arm of her power, by whose victories alone she can hope to keep her present station amongst the nations.

Deprive Great Britain of her naval preponderance, what would be the consequence? The question is enough to make any man start who is in the least degree interested in the glory and prosperity of his country?

From the different situation of nations and their manners, and, from the different degrees of knowledge that have pervaded the mind of man within the last half century, is it not, my Lord, also high time to have done with customs adapted to other ages, in a service which has raised Great Britain so high on the scale of prosperity and power, and treat it with that liberality of consideration better suited to the present age?

Are we to suffer our minds to be shut up in a nut-shell on this subject? to persuade ourselves that no means can be devised for rendering the naval service more desirable to seamen, and desertion less frequent? To attain an object of so great importance to the country, if many plans had been tried without success, still it would be an imperious duty for the government to devise others that might prove more successful. What then can be more simple than paying the men a proportion of their wages on foreign stations? What can be more easily executed? When the subject is seriously considered by your Lordship, you will easily perceive that the objections made to the measure are frivolous in the extreme; and that to talk of *paymasters* being necessary to accomplish the object, only discovers how little the subject is understood, and that the means for putting it in execution have in no manner been considered with that attention that can warrant a decision.

I am, my Lord,
Your humble servant,

Arion.

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MR. EDITOR, *8th May*, 1816.

AS by a late order of the Admiralty, bearing date 22d January, 1816, a more full and effectual examination of candidates for lieutenants in the royal navy is most properly directed. Pray permit a constant reader to suggest, from upwards of thirty years experience in the navy, that a similar regulation with respect to the *warrant officers* (*viz.* gunners, boatswains, and carpenters) would produce incalculable benefits to the service. In addition to which, both the warrant officers alluded to, and the mates and midshipmen, should be permitted to draw a portion of their pay (though perhaps not the whole) while serving on foreign stations. For it is well known, their wants when abroad are so extreme, as greatly to detract from their due share of respectability in the eyes of their inferiors, which in the nature of things cannot fail to be prejudicial to the good discipline of the service, to say nothing of their own individual sufferings.

I am, sir, your very humble servant,

Amicus.

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MR. EDITOR, *Haymarket, May 10th*, 1816.

I HAPPEN this day, for the first time, to have seen two passages in the Naval Chronicle, vol. xxxiv. pages 227—391, in which it is stated, that Admiral Sir George Hope was not in the battle of Trafalgar, but joined the fleet after the fight. Your correspondent must have read the gazettes which they affect to quote with very little attention, or else they have misrepresented them with great effrontery.

In mentioning the destruction of the enemy's ships after the action, Lord Collingwood says, "Captains Hope, Bayntun, and Malcolm, who joined the fleet this moment from Gibraltar, had the charge of destroying four ships:" this is certainly an ambiguous expression, but any person who had read the whole gazette must have seen, that it was only Captain Malcolm in the Donegal, who joined after the battle. Captain Hope's ship, the Defence, is enumerated in the rear column of the fleet; and the Leviathan, Captain Bayntun, was in the van; the Defence had 36 killed and wounded in the action, and the Leviathan 26; and both Captain Bayntun and Captain Hope had the honor they so well deserved of the naval medal, and consequently the Order of the Bath, which was confirmed to all admirals, who had, as captains, not received the medals given on occasion of that most glorious victory.

Vindicus.

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MR. EDITOR, *Dover, 13th May,* 1810.

I TAKE the liberty of communicating, through the medium of your Chronicle, some hints on an easy and accurate method of ascertaining the longitude at sea; a subject, which, from its apparent intricacy, has been but rarely considered. I do not mean, however, to enter at present into a full investigation of the reasons which I might adduce in support of my theory, but rather to convey, if possible, a distinct idea of the principles on which it is founded.

Suppose, then, a pivot on which a radius revolves horizontally, and that a dart is moveable on a pivot at the outward extremity of this radius. Point the dart north and south, and let the radius make one revolution. Then the dart will be found to have made one revolution round its own axis; or rather, to speak more directly, its pivot will have made one revolution round the cavity of the dart's centre. The dart all this time continuing to point north and south.

Again; suppose you take a cord noosed at each end—apply these nooses to either end of the projected axis of a cylinder, and, taking the bite in your hand, make the cylinder revolve in a circle of which the cord is radius. It will be observed, that for every revolution which the cylinder makes round that circle, it will make an apparent revolution round its own axis.

Now suppose it were possible to have a cord brought from the centre of the earth to the equator, and that a cylinder were placed as above to the outward extremity of the cord, would not this cylinder in making a revolution round the equator, make also an apparent revolution round its own axis, and a real revolution *quoad* the earth itself?—Grant me this, and a cord may be easily found.—Will not gravitation, or the attraction of the earth, supply its place? and, further, require something to counteract the centripetal force, as the cord, in the former instance, counteracted the centrifugal.

If this hypothesis be correct, a machine could be formed, by which not the longitude only, but also the latitude might be ascertained, and thereby relieve the navigator from that cloud of uncertainty in which he is at present constantly involved.

Robinson Crusoe.

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MR. EDITOR,

THE present senior post-captain on the list has been in his present rank 20 years! the senior commander 38 years!! and the senior lieutenant 59 years!!! The two latter officers, in all probability, can entertain no reasonable hope of ever rising in the arduous profession to which they had fondly devoted all the better days of their existence. Surely, whatever may be said, some means might be devised by the liberality of government or of parliament to mitigate the unmerited evils of such an afflicting course of things.

Philo=naut.

THE GENOESE CAMPAIGN;

Or a Detail of the Operations of the Allied Army, commanded by his Excellency Lieutenant-general Lord WILLIAM BENTINCK, *with a short View of the State of Italy in* 1813; *by a* NAVAL OFFICER *employed with the Army.*

[Continued from page 328.]

AT 10 P.M. a breach having been made in the S.E. wall,* the scaling ladders were brought forward, and preparations were made for the assault; seeing resistance impracticable, Captain Matteux having effected his purpose, and saved the rear of his countrymen, offered to treat; Lieutenant Bazalgette, of H.M.S. America, and Captain Heathcote, were appointed commissioners; articles were immediately concluded, the fort surrendered the same evening. The capture of this fortress was of the utmost importance to the future operations of the army, serving as a depot, and in some measure covering any reverses. On the 31st, the America returned to Leghorn; the Aboukir and Berwick proceeded off Genoa to divert the attention of the enemy; the Rainbow, attended by the gunboats, covered our advance, the road from Porto Veneris to the pass of Rona being almost every where visible from the sea. On the 3d of April, at three in the morning, a violent shock of an earthquake unroofed severa houses in Leghorn, the whole of the America's ship's company were awakened by the agitation of the ship, it exceeded the most violent stroke of the waves. On the 5th, the Iphigenia arrived with the second division from Sicily; the Furieuse shipped a quantity of shot and shell for the use of the gun-boats, General Montresor only had come by land to Leghorn, returned to the advance in her, the Swallow also sailed with a convoy for Spezzia.

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* Mr. William Somerville, mate of his Majesty's ship America, would have had the command of the forlorn hope, had not the fort surrendered, having volunteered his services for that purpose.

On the 7th the whole of the army were in march. General Gosselyn moved from Lucca, followed by the reserve, with General M'Farland. The citadel of Leghorn was garrisoned by the Neapolitans; Lord Bentinck, with his staff, embarked on board the America, accompanied by the second division of gun-boats, commanded by Lieutenant Pengelly; the following day he inspected the division at Spezzia, and gave the necessary directions for the advance. The Edinburgh having embarked the stores, had left her second master with a detachment to weigh the brig, but every attempt was in vain. Information was received that Grenier had reinforced Genoa with 2,000 men; Massena had detached a considerable force from Toulon to its assistance. The gallant Colonel Travers,* with his usual energy, had pushed forward with the light troops through the mountains, in defiance of the snows and severe cold; some smart affairs had taken place with the enemy's rear, at a mountainous pass near Sestri; they concentrated their force, and appeared determined to maintain their position. Nature has made this defile nearly impenetrable, narrowing in front, and flanked with deep woods; a detachment of Italian horse were embarked on board his Majesty's ships Edinburgh and Rainbow, with an intention to take them in the rear; an unfortunate calm prevented the completion of this manœuvre. The enemy finding their retreat menaced, abandoned the position, falling back towards the pass of Rona; the Colonel, supported by General Montresor, and preceded by the ships of war, hung on their rear; the road was hazardous, and in some places only broad enough for a section. Rona is the extreme of a ridge running into the sea, the road winds round the mountain to the summit; a few hundred men would defend it against an army unsupported by a naval force. General Frerier had determined to maintain it, but the appearance of the squadron between him and Genoa, with his narrow escape at Scitri, induced him to abandon it, retreating by Ricci towards Nervii. On clearing the pass, his troops sustained a violent cannonade from his Majesty's ship Rainbow, Captain Hamilton, the gun-boats, and those of the squadron in this affair. Lieutenant Lyon, of his Majesty's ship Berwick, was severely wounded by a musket shot; Messrs. Tod and Shaw, mates of the Rainbow, by their watchful activity, ensured this event; two mortars were carried off by our men. Lieutenant, now Captain Mapleton was landed with the mountain guns, and attached to the light brigade who proceeded to the right to take possession of Mount Fascia, an elevated peak to the northward of the city.

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* By the way of Broulli, Coradina, Chiavara, and Sestri.

General Montresor, with the divisions of Gusselyn and Ratho, entered Resci in the afternoon of the 11th. The America having anchored, his Lordship landed, and assumed the command; a commander in chief of an army remaining on board, while his army was advancing in front of an enemy, was undoubtedly novel; the vicinity of the field of action to the sea, the necessity of strict naval co-operation, with the facility of communication with front and rear, must have induced him, whether from the intricacy of the country, or difficulties in the commissariat, the divisions were much extended, the necessity of situation can alone excuse an error so fatal in his Lordship's campaign in Catalonia. On the 12th the Aboukir and Furieux were detached to the westward, anchoring near the suburbs of St. Pierre d'Arena; the Berwick anchored to eastward, out of range; Iphigenia, Termagant, Curaçoa, Swallow, and Cephalus, kept under weigh, while the America, Edinburgh, and Sicilian flotilla covered the advance. The Rainbow and Pylades were more particularly attached to the boats. In the evening the lights of Colonel Travers's division were visible on Mount Fascia. The road from Ricci to Genoa is twelve miles, covered with villas, and almost a continued suburbs three miles from the city; it turns to the right from the sea into the great Alessandrian road. Orders were issued to penetrate towards Nervii. The gun-boats, under Lieutenant Pengelly, with those of the America and Edinburgh, commanded by Captain Hamilton and Lieutenant Bazalgette, preceded the troops, driving the enemy from every position near Nervii, they took post in a church, which was obstinately maintained; the gun-boats taking them in the flank, they retreated to Albary. In the evening the Pylades arrived with the rear of the army, who were landed at Berry; on the night an advanced piquet, on a hill overlooking our front, were surprized and defeated by Major Laveroni, of the Italians. The whole were killed and taken.

The success of these attacks increased the site of operations. The position assumed by General Fresia was well calculated to resist us. The country in front of our advanced position consisted of two ranges of elevated hills, thickly covered with villas, villages, vineyards, and gardens, accessible only by narrow lanes with high walls. The right of the enemy rested on the sea, covered by Fort St. Michel, mounting ten eighteen-pounders and two mortars; the line continued along the range of hills to the Dua Fatelli, two forts on the mountains to the left; the approaches were commanded by artillery in field batteries in front. On an opposite range were the light troops, with a deep valley between them; some batteries towards the sea, and two small redoubts, covered the immediate vicinity of our advance. In the rear was the Riviere and city, the former passable by an extensive bridge and fords, covered by the cannon of the walls. The fortifications extend from Fort di Ecale to a hill near the foot of Mount Fascia, a distance of nearly eight miles; the ramparts are high in front, with bastions and redoubts, but no fosse, requiring a great force to defend them, and accessible in most parts by escalade, easily breached, and not defensible against a regular course of operations. Genoa, though frequently assailed, has never been regularly besieged; the immense force within the town always reduced the Austrians to an inactive blockade. The garrison at this time consisted of the 102d, 35th, 28th, and 29th battalion of gens d'arme, detachments from other regiments, artillery, douaniers, and preporas, to the amount of eight thousand men, in strict communication. Although his right was menaced by the light troops with Colonel Travers, General Frerier, with the utmost confidence, awaited our attack, declaring that we must fail, with the loss of nearly four thousand men. Our troops, confined to the vicinity of the sea, were in columns; their narrow front were opposed to the enemy's right, deploying to the centre and left on every accession of ground. On the 13th the Mermaid arrived with the 31st and 8th Germans, who were immediately landed, and pushed in advance, the light companies commenced a severe terrallade; this continued with unremitting fury till dark. On the 14th the 31st advanced through the villages by the sea. Lieutenant-Colonel Tonyn with great gallantry pushed into the woods, but finding his left exposed fell back to the main road, the Germans not being able from the ground to cover the movement. On the morning of the 15th a communication was opened with Colonel Travers, by the right, the enemy's light troops having been driven back, the army gradually extended into line, the tirralade continued during the day. The gallant 31st Germans, and 3d levy, highly distinguished themselves.

The squadron took their station off Nervii, where the head quarters were established; carpenters were employed making scaling ladders; the detachments of seamen on shore were augmented, by draughts from the ships; the marines, under Captain Rea, were landed, while a detachment were sent to the westward as a diversion. Captain Flynne, R. N. having volunteered the escalade of the Fatelli, one hundred seamen were placed under his orders; they marched in the evening for the hills, carrying the ladders; subsequent events deprived him of this honour. On the night of the 15th a false attack was made on the western suburbs by Captain Thompson's division; it succeeded in alarming the enemy. At noon on the 16th, the enemy's light infantry having retired on their line, Lord Bentinck completed his plan of attack. The right, consisting of the Italian troops, lay on the hills in front of the enemy's left; the Germans 62d and 21st composed the centre; the left consisting of 31st 8th Germans, marines, and seamen, rested on the sea, covered in their advance by the gunboats, and those of the squadron, commanded by Captain Brace; the total force was thirteen thousand men, with every disadvantage of ground.

[To be continued.]

PLATE CCCCLX.

CASTLES, as the monuments of ancient times, are seldom viewed, without exciting in the mind of the contemplative beholder, a train of mental reflections on the various scenes long past, of which they have constituted a part. The mind willingly yields to the dominion of fancy, and the castle becomes, in idea, again tenanted by the *Dowghtye Dowglasse, and his archares bold,* the succession of ages and the events that characterized them give life to the picture which imagination forms, and the reality of one object, aided by the records of history, gives birth to a thousand associated ideas, illustrative of the facts related in them.

Of Dumbarton Castle, the subject of our CCCCLX. plate, we find the following description in that valuable work the Encyclopædia Britannica:

Speaking of Dunbarton or Dumbarton, it says, "It is remarkable for nothing but its Castle. This is a steep rock, rising up in two points, and every where inaccessible, except by a very narrow passage or entry, fortified with a strong wall or rampart. Within this wall is the guard-house, with lodgings for the officers; and from hence a long flight of stone steps ascends to the upper part of the Castle, where there are several batteries mounted with cannon, the wall being continued almost round the rock. In the middle of this upper part, where the rock divides, there are commodious barracks, with a deep well, in which there is always plenty of water. Here, likewise, are the remains of a gateway, and prodigious high wall, at the top of which there was a wooden bridge of communication from one rock to another. This gateway was sometimes blocked up during the intestine commotions of Scotland, so that garrisons of different factions possessed different parts of the Castle, and each had a gate towards the water.

The Castle stands in the angle formed at the conflux of the Clyde and Leven, so that it is wholly surrounded by water, except a narrow isthmus, and even this is overflowed at every spring tide; nor is there any hill or eminence within a Scots mile of this fortress. It commands the navigation of the Clyde; and being deemed the key of the Western Highlands, is kept in some repair, and garrisoned with invalids, under the command of a governor, and some subaltern officers. The government of it is worth 700*l.* a year. Dumbarton is a royal borough, and formerly gave title of earl to a branch of the family of Douglas."

Of the antiquity of this Castle we have no exact information. We find it historically noticed as a place of refuge to Robert Bruce, king of Scotland, at the time of our Edward I. in the early part of the 14th century, where he was hospitably received, in the adverse state of his affairs, by Angus, Lord of Kintyre. In the year 1443, Robert Sempil, of Fulwood, was appointed governor, by James II. then only fourteen years of age. Sempil, however, does not appear to have long enjoyed his appointment, being killed by Galbraith, a partizan of the Earl of Douglas, (who opposed the king) and who seized on the government of the Castle. The government seems afterwards to have passed into the hands of Robert Boyd, of Duchel, who, in the commotions of the times, treacherously surprised Sir James Stuart, of Achmynto, whose wife he imprisoned in the Castle under such rigorous treatment, that in three days she died. Here also, in the year 1447, were imprisoned by the Earl Douglas, Sir James Dundas of Dundas, and Sir Robert Bruce of Clackmannan. In the year 1487, the Earl of Lenox was keeper of the Castle, which was taken from him by a party opposed to James IV. In 1517 we find the governorship of the Castle again possessed by the Earl of Lenox. In the year 1547, Scotland was invaded by an English army, under the Duke of Somerset, protector, to force a marriage between the young queen, Mary of Scotland, and Edward VI. of England, in pursuance of a scheme conceived by Henry VIII. The battle of Pinkey was fought in consequence, and lost by the Scots. Mary was lodged in Dumbarton Castle, and proposals of marriage having been made to France, of the Dauphin with Mary, were acceded to, and she was received at Dumbarton by De Villegagnon, with four gallies, and conveyed to France. About the year 1561, the Castle was possessed by the Duke of Chatelherault. In 1581, we find the Castle again possessed by the family of Lenox.

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* The drawing from which the annexed engraving has been made, was kindly presented to us by the Rev. Orfeur William Kilvington, A. M. The future favours of that gentleman, whether graphic or literary, within the plan of our Chronicle, will be, as this is, duly appretiated.

We have thus endeavoured to trace the history of Dumbarton Castle to the period when the kingdoms of Scotland and England came under the dominion of one sovereign, since which its history seems marked by no memorable occurrence, if we except the rumoured intention of the British government to make it a place of secure confinement for Buonaparte, but which, however, has been judiciously relinquished, for the more distant, and isolated rock of St. Helena.

SHIPWRECKS.

THE LORD MELVILLE TRANSPORT.

WE regret that the urgency of our current communications have not left us an earlier opportunity of inserting the unfortunate loss of the Melville Transport, as detailed in the following letter from Captain Arman, to the owners in London :—

Kinsale, Feb. 5, 1816.

I expect 'ere this, you will have been made acquainted with the dreadful loss of the Lord Melville last Tuesday, near the Old Head of Kinsale. I should have written before this, but have been confined by illness from the wet and fatigue I endured in getting the troops all on shore, as well as in endeavouring all the succeeding day to save what stores we could. I sailed from Ramsgate on Thursday, January 25, in company with the Seahorse and William Pitt, who had part of the same regiment as myself, but parted company in steering down Channel. On Monday 29th, in the morning, I doubled the Scilly Islands, and at 6 A. M. St. Agnes light bore S. E. and shaped my course to make the Old Head of Kinsale, the wind then blowing strong from the southwest, and ship running 9½ and 10 knots, with every appearance of bad weather approaching. About noon the wind and sea encreased very much; sent down top-gallant yards and struck the masts, got in cabin dark-lights; close reeved the topsails, and reeved the courses; made all the other sails fast, got the gaff down, and doubly secured the boats, &c. for a gale, which appearances fully convinced me would be heavy, though little thought the consequences would prove so destructive.

At 4 P.M. it became pitch dark, and the very elements seemed combined to destroy is; we furled the fore and mizen topsails. At 6 P.M. thinking it no longer prudent to scud, with such an iron-bound shore at no more than 40 miles distance under my lee, furled the foresail, and hove to under closed reeved main top-sail, with ship's head to westward, and lay to as easy as might be expected in such dreadful weather. At midnight I wore with her head to the eastward, and the ship then laboured very much, and some heavy, though chase, seas struck us. At 3 A.M. on Thursday morning, I wore with our head to the westward again, and observed two lights at some distance from each other to leeward. At 4 the wind seemed to lull a little, and I could at intervals distinguish some stars. But at 6, the gale came, if possible, with increased violence, and the weather continued so hard, that it was not until 9 A.M. that I could discern what the lights were, when I observed them to be two brigs. I then bore up, and set the foresail, and fore topsail, having been hove to something longer than 14 hours. At 11 A.M. I supposed myself to be about ten miles from the land, and although the weather seemed rather cloudy, I had no doubt but we might see that distance at least, and the wind being to the westward of south, I could haul off if necessary; however neither the men at the mast head nor any on deck could see any thing like it. I now felt very uneasy in my own mind, when a little after noon (sun obscure) the breakers and land appeared all in an instant to those on deck, but could not be perceived from aloft. I immediately braced the yard up, and brought the ship to the wind on the starboard tack—set the mizen topsail, mizen staysail, and fore topmast staysail, and afterwards got the main and fore tacks well aboard.

By this time the sky was quite clear, and I too soon found myself completely embayed between the Seven Heads and the Old Head of Kinsale, the sea running so high, that when the ship fell in the trough between the billows, the sails fell to the masts, and by the ship lurching so to windward, deadened her way, until the wind, which blew a hurricane, catched the sails with a terrible force over the waves again. The land then on our weather quarter, with breakers far outside of that, and the ship drifted very fast, broad on in the bight; and although she looked up near to the southeast, I readily saw there was no possibility of our weathering the Head. I, therefore, hauled the courses snug up, got the anchors clear, and ranged the cables on deck. I now communicated our horrid situation to Colonel Darley, 62d, and Capt. Fuller and Lieutenant Carmichael of the 59th, whose prompt and willing assistance, as well as eighteen other officers on board, I cannot sufficiently praise, in preventing the confusion that cannot, at such times, and on such occasions, be altogether avoided, when every one thinks he is entitled to judge which way he thinks proper to dispose of his own life. I then stood up on the quarter rail, abreast the men at the wheel, which was put a-weather, and gave direction for clewing up the fore and main topsails, which was smartly done, and although we seemed almost to fly before the wind, I could distinctly observe the foul and rocky ground, which lay in the only place that appeared to me in any shape practicable to anchor, and which convinced me would be inevitable destruction to attempt. I therefore called the sailors from the anchors, without having time to give my reason to any body, and directed them to brace the yard sharp up, and we again set the fore topsail, and, with mizen topsail and mizen staysail, brought to, on the starboard tack; we had been in broken water some time. I now cast my eye round for a place which I thought would give me a chance of saving our lives; I, for a moment, considered the tide was then only half flood by the shore.

I would have given the world could I have commanded it, for a respite of two or three hours from our awful fate; but even moments were precious, so I conned the ship in, under a reef that the sea broke over tremendously, and at half past three P. M. she struck, and sent the pumps up, knocked the rudder off, and made all aloft sheer again. I still pressed the sail on her, and we ran a full length higher up before she filled with water, which was shortly up to the 'tween-deck beams. I now got five of my brave fellows in the quarter-boat, and lowered her down, and gave them the end of a deep sea line, with strict directions how, and where, to haul the end of a thicker rope to; this they got safe on shore, but soon got so entangled among the sharp and cragged rocks, that it did not prove of that service which my expectation pointed out. The reef, which before had afforded us some shelter, now became quite overflowed, and the sea ran tremendously high. The boat now came off again towards the ship, and although I called to them with all the persuasion and authority I had in my power not to come alongside, or they would lose their lives, they still persisted, and there they remained, until filled with fourteen persons, and just as they shoved off they were completely overwhelmed by a sea, which threw them half way on shore, and all perished, except one seaman (out of seven that were in her) who was washed on shore, and has now recovered. Amongst those that perished were two captains' ladies, and another female with a child, all under the eye of their distressed husbands.

The sea now began to make a dreadful progress, and the ship's stern was beat to atoms, and finding the sails of no further use in driving us up, I gave directions to cut away the fore-mast, and by the assistance of a hauling rope on the pulley of the fore-stay, I got it to fall over the bow, thinking it might make a gangway, if the ship only held together until low water, but the sea washed it away, and the lower mast was washed on shore, amongst the cragged rocks, in several pieces. Finding the ship lay somewhat easier, I resolved on cutting away the main mast, which became a very critical job, and required some management to get the wreck to fall clear of so many men on deck; however, we succeeded, as I have not heard of any accident. The sea now raged with such fury over us, and had made such progress in the stern, as to wash down all the bulk heads and soldiers bed places, and with the officers' baggage, and every article belonging to myself, became a confused and broken mass in the fore part of the ship, and the empty water casks having already burst up the hatches in the hold, with every floating substance, soon completed the dreadful havoc, and I could perceive from the stumps of the masts that the bottom was gone.

It was now top high water, 6 P. M. and our upper works still fast, it was pitch dark for two hours, except what light the awful reflection of the glittering surf shewed; at length one sea came, and completely overwhelmed us fore and aft, and for a moment not a sigh could be heard, but such a crash beneath as cannot be conceived; and as soon as I could take breath, and the drift of the surf permitted me to look, I saw we had been thrown upon a large cragged rock with a chasm on each side. I cheered all around me, and assured them the tide was then beginning to ebb, and that our situation was better than before, and though some heavy seas came over us, there was none strong enough to lift the whole body any more. At ten P. M. the peaks of the rocks or heads began to shew themselves, and the water began to ebb inside the ship, and I sent one of my faithful fellows, Robert Piers, carpenter, down into the cabin, who fished out some bottles of famous ale, and of which Colonel Darnley and all the officers, and others around, cheerfully partook.

It now drew fast on to low water, and I was doubtful whether the rocks would dry, so as to get over the bows by ladders I had already fixed. I therefore, with the assistance of the officers, got a rough spar that lay on the main deck, sixty feet long, and launched it over the bows, and while one end lay on the rocks, the other rested between the cat and knight heads, and about midnight we commenced disembarking; and before the tide rose to cut off my retreat, about 450 people, among whom were upwards of sixty women and children, had got safe on shore, and were conducted over the almost inaccessible rocks by a private gentleman of the name of Mr. James Gibbons, and Lieutenant Harty, R. N. who went before them with lighted clumps of wood in their hands—we arrived at Mr. Gibbons's house, where we got a most friendly reception, and every refreshment we wanted. It was now about five A. M. On Wednesday morning I met at Mr. Gibbons's Captain Montague and Lieutenant Starkey, of the 82d, who had been washed ashore from the Boadicea, which had unfortunately anchored in the place I before mentioned, and parted her cables in the night. I proceeded down to the wreck of the Lord Melville, and on my way I passed the wreck of the unfortunate Boadicea, when I saw the most affecting scene I ever witnessed, and which completely veiled my own situation from me. Some other person must give you a description of it, for I cannot attempt it.

I here give you the names of my poor fellows who lost their lives, five of whom have been washed on shore, and I have done the last services, by having them interred, and reading the funeral service over them, on which occasion the remainder of my crew attended, and not until then, had I seen any symptoms of fear or change of countenance upon any of them, when some manly tears fell.

Charles Taylor, steward; John Thompson, seaman; John Brown, ditto; William Bennet, ditto; Benjamin Bell, apprentice, interred; and William Brown, seaman, whose body has not yet been found.

I have appointed Messrs. Gibbons and Barry (agents for Lloyds) to assist me in the execution of any directions you may be pleased to send me.

I remain, Gentlemen,

Your unfortunate, but much obliged and humble servant,

Thomas Arman.

The transport service in India has been also unfortunate, though not to so fatal an extent, as the following account informs us:—

Ceylon Gazette, Aug. 8.

AN express reached Colombo yesterday, from Calpentyn, the 29th instant, with a letter from Lieutenant Fenton, of the 17th regiment, dated on that day, notifying his having, the preceding evening, landed from the Arab ship, Shaw Allum, at anchor off Caridivoe island, and forwarding a dispatch from Major Fluker, of the Bourbon regiment, commanding detachments of the 22d and 87th regiments, embarked on board that vessel. The Major reports the Shaw Allum to be one of eight transports which sailed from the Isle of France on the 21st of June last, bound to Calcutta; that by the ignorance and mismanagement of the Captain, (an Arab) they made the western side of Ceylon, in lat. 8° 2′ N. when they expected they were on the eastern side: that when they found themselves in the Gulph of Manar, every exertion was made to remedy the mistake, but from the vessel being very badly found, and sailing ill, they were driven towards the shore, and had been obliged to come to anchor in ten fathoms water, surrounded by breakers and rocks, off the island of Caridivoe, with a heavy sea rolling in upon them, which rendered it doubtful whether, if the wind increased, the cable would not part, and the vessel be wrecked. Major Fluker's dispatch is dated the 27th, and says, that he has permitted Lieutenant Fenton to attempt reaching the shore through a dangerous sea and heavy surf, in the only small boat which they had with them. In addition to this distressing intelligence, Lieutenant Fenton reports, that while ashore at Calpentyn, two vessels under jury masts were seen proceeding up the Gulph, which he feared were two other of the eight transports. On this news reaching Chilaw, Mr. Walbeof, the collector of the district, immediately set off to render every assistance in his power, that we trust the troops, about 250 in number, are now safe on shore, and have every accommodation the thinly populated part of the coast on which they have been thrown will afford. His Majesty's armed brig Kangaroo, belonging to New South Wales, now here, with one of the vessels of this government, have been dispatched from Colombo, with provisions for the troops, and for the purpose of aiding the Shaw Allum, and bringing the detachments on board her to Colombo, and another government vessel immediately follows, as, from the reported state of the other transports, it is supposed they will have been obliged to come to an anchor off Condatchy.

August 9.—We mentioned in our last the perilous situation of the Arab transport Shaw Allum, off the north-west coast of this island, with troops on board from the Mauritius, bound for Calcutta. The vessels which were sent from hence to her aid, were, owing to the weather, obliged to return without effecting the object for which they were dispatched, it not being safe to approach the coast sufficiently near to reach the Shaw Allum. We are happy, however, to announce the safe arrival of all the troops, Mr. Walbeoff, with several large boats from Calpentyn, have succeeded in reaching the Shaw Allum on the evening of the 2d, and, by the 5th, the detachments of the 22d and 82d on board were safely disembarked at Calpentyn, and are now on their march to Colombo.

We omitted to notice, in our paper of last week, an accident which happened on Sunday se'ennight, that had nearly proved fatal to the captain's clerk of the Kangaroo brig.

The cutter of that vessel, in crossing the bar, upset from the violence of the surf; fortunately all in it but the captain's clerk were good swimmers, and reached the shore in safety. The latter buffeted with the waves for some time, but at last, overpowered by their force, twice sunk, and was in imminent danger of drowning, when some lascars of a brig in the inner harbour, and two grenadiers of the 73d regiment, swam off to his assistance, and succeeded in bringing him on shore though totally insensible, and apparently lifeless. The skill, however, of Dr. Carter, of the 73d regiment, was successfully exerted, and respiration shortly restored to the young man.

Madras, August 17.

From the information which has been received from Ceylon, of the dangerous situation of one of the transports conveying the troops from the Isle of France to Bengal, an interest has been excited for the safety of the others; we take the earliest opportunity of announcing the arrival at Kedgeree, of the Jessie transport, having on board Colonel Keating and the staff of the brigade. The Jessie parted company from the Hoogly, Royal Edward, Shaw Allum, Mauritius, Harriet, Ceylon, and Gende transports, in lat. 7° 33′ S. long. 60° E.

HYDROGRAPHY, PILOTAGE, &c.

AFRIC.

*On the dangers of Shipwreck, Murder, and Slavery, on the North-west coast of Africa.**

MR. HYDROGRAPHER,

THE part of the African coast lying between 20 and 32 degrees north is a desert country, interspersed with immense hills of loose sand, which are from time to time driven by the wind into various forms, and so impregnate the air for many miles out at sea, as to give the atmosphere an appearance of hazy weather. Navigators, not aware of this circumstance, never suspect during such appearances, that they are near land, until they discover the breakers on the coast, which is so extremely shallow that a man may walk a mile into the sea, without being over his knees, so that ships ground when at a very great distance from the beach. Added to this there is a current setting in from the westward towards Africa, with inconceivable force and rapidity; of which the navigator not being aware, loses his reckoning, and in the course of a night, perhaps when he expects to clear the African coast in his passage southward, he is alarmed by the appearance of shoal water; and before he has time to recover himself, finds his ship aground on a desert shore, where neither habitation nor human being is visible. In this state his fears are soon encreased, by a persuasion that he must either perish in fighting a *Horde* of wild Arabs, or submit to become their captive; for soon after a ship strikes, some of these wandering savages strolling from their duar, or encampment in the deserts, perceive the masts from the sand hills, and without coming to the shore, repair to their hordes, perhaps twenty or thirty miles off, to apprize them of the wreck, when they immediately assemble, armed with daggers, guns, and cudgels. Sometimes two or three days, or more, elapse before they make their appearance on the coast, where they await the usual alternative of the crew, which is either to deliver themselves up, rather than perish of hunger, or throw themselves into the sea! When the former takes place, quarrels frequently occur among the Arabs, for the possession of the sailors, and in disputing for the master, or mate, because he is better dressed, or that he discovers himself to them in some other way. They afterwards go in boats, and take every thing possible from the vessel, and then if the sea does not dash her to peices, they set her on fire, in order that the wreck may not serve as a warning to other ships, which may be so unfortunate as to follow the same course! Sometimes the seamen resist, but in consequence of the disparity of numbers, it is always to no purpose, and when compelled to yield at last, they are frequently massacred in revenge. When this is not the case, their sufferings are great almost beyond conception; for the Arabs, who are nearly naked themselves, immediately strip them, allowing them only some slight covering about the loins, and then march them barefoot sometimes nearly fifty miles a day, which distance as they will often go themselves without food, they oblige their prisoners to perform also. A little barley meal, and water once a day, is all they have to feed upon at the best of times, and in this state of misery are they marched from one part of the desert to another to the different slave markets to be *sold;* in which expeditions it is necessary to add that the major part die of fatigue and hunger. At last the survivors generally fall into the hands of Jew traders, who travel from Wedinoon with tobacco, salt, and cloth, and who purchase them upon speculation. As these Jews hope they will bring more in the way of ransom than of sale, they generally write to Mogador, to have the Consuls of the different nations informed; but the latter having no *fund* for the purpose, frequently are unable to do any thing, and in consequence a great lapse of time takes place; and a poor wretch is often four or five years in captivity waiting official interference. In consequence of this delay the Jews are becoming indisposed to purchase them from the Arabs, and losing that chance, all hopes of deliverance are abandoned!

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* See *State-papers:* Mr. CAILLARD's letter to Admiral Sir SIDNEY SMITH. p. 417.

It would scarcely be believed that the ministers of a people whose national taxation amounted (of late) to sixty or seventy millions, could have left their shipwrecked mariners to languish for years in the barbarous custody of the African Bedowins, for want of a fund, which one year with another would scarcely amount to 100*l*. per annum!

To shew in its proper colours the barbarity of the neglect complained of, and how trifling a disbursement is necessary to rectify the evil, the following statement by Mr. Jackson,* of the number of ships lost on the western coast of Africa in the manner just described, during sixteen years; namely, from 1790 to 1806 is transcribed.

Ships lost 30: of which the English amounted to 17; French, 5; American 5; Dutch, &c. 3.

The crews of the above ships were estimated at about 200, who are thus accounted for:—

Young men and boys, seduced or threatened into Mohametanism, 40; old men, &c. who sunk under their hardships, 40; disposed of by sale, and irrecoverable, 40; redeemed after four or five years captivity, by various means, but generally by private subscriptions among the christian residents at Marocco, 80.—Total, 200.

Now if the above account be analyzed it will be seen that very little more than *half* the number were British subjects, and that less than a thousand pounds would have redeemed the *whole*. Yet an Englishman has had it in his power to come forward, and testify to the world, that his christian countrymen are often buried alive in the deserts of Africa, for want of ransom? Official compassion operates but very sluggishly, and as sighs from the African desert, cannot very readily be heard in the circles of this metropolis, the same indifference may exist to the present time.

It is to be hoped that the forthcoming motion of Mr. Wilberforce, will embrace this subject of shipwrecked mariners as well as the piracies of Algier and Tunis. According to Mr. JACKSON the government of Morocco is easily moved, to assist in facilitating the recovery of these unfortunate men; but as their first merciless captors are entirely lawless, and out of the reach both of that and every other sovereignty, a *little*, and it has been shown how *very* little, money is absolutely necessary to get them forwarded to Mogadore. It is no reflection upon the spirit and benevolence of the English people, that so much evil has been endured for want of a sum that would scarcely furnish the steward's room of a "thatched cottage"—— because they have not known of it. But if they take the trouble to enquire, and become once satisfied that such is the case, it cannot be doubted but that what is proper, will be done. It requires neither a pompous subscription, nor extraordinary trouble. A standing purse of 500*l.* would answer all emergencies, and a christian correspondent at Mogadore supply every information.

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* The Author of the account of *Marocco*.

The loss of a single seaman in a naval and commercial country by the neglect of that country, is a species of national ingratitude; and the threats and seduction to which the younger part of a ship's crew is subject, to induce them to profess Mahometanism, ought to interest every christian heart in the community. Boys in the sea service are not educated to become martyrs, and when sensual indulgence solicits them on the one hand, and blows and hunger press them on the other, human nature so mortified, cannot be expected to stand firm. If to preserve, as well as to acquire, is of consequence, this hint will not be lost upon that part of the British public, which joins religious zeal to general humanity, and which not only professes christianity, but acts in the spirit that it prescribes.

London, May 16, 1816. *Navalis.*

Improper Pronunciation of Oriental Names.

MR. HYDROGRAPHER,

THERE is a point in *Philology* in which the French, formerly at least, seem to have surpassed us in precision. I allude to the adoption of foreign names, both of persons and of things, into their own language; in which they always were careful to adopt such a mode of spelling that every Frenchman might be able to preserve the foreign pronunciation. But this is a point in which we have been very lax; partly from carelessness; partly from the so unfrequent uncertain sound of our vowels; and partly from our adopting those names through the medium of another language, without altering the spelling so as to suit the English pronunciation.

That this is an evil, I think will hardly be denied; and I cannot suppose that any person will contend that a vicious pronunciation of adopted foreign names is not improper. It surely would be better to make a name of our own, than to adopt a half-and-half gibberish without either force or meaning.

I was led into this train of thinking by hearing a most learned public lecturer, some time ago, talk trippingly on his tongue of "*Maymit;*" a pronunciation which he thought proper to give to the name "Mahomet," and which the orientals call *Mow-haum-med!* Now, Sir, if an Asiatic, who had learned English, had heard our lecturer, must he not have had more than the patience of Job himself, to have traced any similitude between the lecturer's prophet and his own?

Again, there is a sovereign title in India, whose pronunciation differs a little on the two sides of the peninsula. On one side it is *naw-waub;* on the other it is *naw-baub:* but this we have refined into *nabob;* and now every little adventurer returned from the East is a *nay-bob!*

Every body can talk of the *Sultin;* meaning a personage called by his own countrymen, "*Sool-tau-un,*" a name whose sound has been very closely preserved by the French in their *Sultan*, which, if pronounced like a Frenchman, will be found to approach very near to correctness.

Again, every little miss pities the poor girls confined in the *Hayrim;* whilst the black-eyed damsels are really amusing themselves, free from care, in the *Haw-raw-um:* but that, also, is a word we have adopted through the medium of the French, whose *Harem* imitates the true sound most correctly.

Then a great genius rises in the House of Commons, and tells a long story about *Hindustin;* when, all the while, the poor man means *Hindoostaun*. Then we have *Eemir*, for *Aw-meer;* *Sayib*, for *Sauheb;* *Faykir*, for *Faw-keer;* *Payka*, for *Pahshau;* *Moosul-Mauns* are glibly changed into *Musselmen*, as if they cried shell-fish about the streets; &c. &c. &c.

Lingo.

EUROPE.

ENGLAND.

THE Lords-Commissioners of the Admiralty have given notice, that the "Light-vessel," which has been stationed at the "Galloper-sand," during the war, will be taken away, and the light discontinued, from and after the 1st July 1816.

ASIA.

SOUTH PACIFIC OCEAN.

Communication concerning DE LA PEYROUSE, *extracted from the French newspaper entituled "Journal des Débats Politiques et Littéraires,"* (20th January, 1816.)

AU REDACTEUR.

MONSIEUR,

Je m'empresse de vous communiquer les details que je recois de l'Isle de France, sur l'expédition du brave et infortuné La Peyrouse. L'incertitude ou l'on a été jusqu'a ce jour sur sa fin malheureuse m'en fait un devoir.

Comme je ne doute pas que cette nouvelle intéresse tous vos lecteurs, je vous prie vouloir bien l'insérer dans votre prochain numéro.

Agréez, Monsieur, etc.

J. F. de Froberville,

enseigne de vaisseau.

Un capitaine portugais, arrivé à Macao le 3 février 1815, rapporte que, passant à l'Est des Philippines, près d'un rocher aride au S.E. de l'île de Timor, il avoit apercu sur la plage un homme qui, par ses signaux, imploroit ses secours; qu'aussitôt il avoit dépêché son canot à terre, et qu'il avoit ramené un Français, nommé Dagelet, astronome de l'expédition de Mr. de La Peyrouse; que Mr. Dagelet avoit donné les détails suivans:—

"Mr. de La Peyrouse, partant de Botany-Bay, le....1788, avec les deux bâtimens sous son commandement, a fait route dans le S. O. de la Nouvelle-Hollande, prolongeant une chaîne de rochers dont le gisement et la situation n'ont point été déterminés par Mr. Dagelet; la gabare l'*Astrolabe* a touché de nuit et s'est perdue. L'équipage a été en partie sauvé; mais peu de temps après, pressé de faire de l'eau et des vivres, et continuant de parcourir cette chaîne de rochers. Mr. de La Peyrouse a fait la découverte d'une île située, d'après le rapport, dans le S. S. E. de la Nouvelle-Zélande. Cette île peut avoir douze à quinze lieues de circonférences. Après en avoir fait le tour, il est entré avec le seul batiment qui lui restoit, dans une baie profonde et sûre où il a pris mouillage. Il y a été bien accueilli et y a trouvé une peuplade hospitalière, des secours en vivres de toute espèce, et a obtenu la permission d'etablir des tentes a terres pour y déposer ses malades. Rien jusqu'alors n'avoit troublé la bonne intelligence qui existoit entre ses gens et les naturels du pays; mais, par un imprudence du cambucier, le feu ayant pris à bord, le vaisseau fut entièrement consumé. Les soins de ce brave officier, Mr. de La Peyrouse, le portèrent alors à en sauver tout ce qu'il lui fut possible en voiles, cordages, ustensiles, armes et munitions. Son projet étoit de construire un bâtiment pour porter la nouvelle de son malheur, dans quelques colonies européennes; mais les naturelles du pays, qui lui laissèrent établir son camp et faire toutes ses dispositions pour sa sûreté, s'opposèrent constamment à ce dessein. Il ne resta donc d'autre espérance à Mr. de La Peyrouse que celle que l'incertitude sur son sort détermineroit le gouvernement français à envoyer à sa recherche. Cependant les années s'écoulerent, nul bâtiment ne paroissoit. Ce fut après avoir passé vingt-et-un ans dans cette attente, qu'enfin il forma le projet de construire une embarcation. Ayant donné l'ordre de couper dans le bois les pièces nécessaires, les naturels du pays regardèrent cet ordre comme un acte d'hostilité de sa part; bientot la guerre s'alluma entre les deux partis. Obligés d'être toujours sur la défensive, les Français ne purent ou n'osèrent point exécuter leur projet. Mr. de La Peyrouse tenta plusieurs fois de rallier les esprits, il ne put y réussir; enfin, après une guerre dans laquelle le peu de munitions qui restoit se trouva bientôt épuisé, les Français, accablés par le nombre, cédèrent et furent massacrés. Les Indiens incendièrent le camp. Mr. Dagelet, commandant un petit poste de dix-sept hommes; instruit de la défaite totale de Mr. de La Peyrouse, et ne pouvant douter du sort qui l'attendoit, lui et ses compagnons, il abandonna sa petite batterie et eut le bonheur d'atteindre une anse où se trouvoient quelques barques indiennes dont il s'empara. A l'aide de ces frêles nacelles, il gagna le large, sans avirons, sans instrumens, sans provisions, il eut à lutter contre les horreurs qui précèdent une mort inévitable. Cependant le vent et les courans le jetèrent, apré plusieurs jours, sur le rocher aride d'où le navire portugais l'avoit tiré, apres un séjour de deux années, pendant lesquelles il eut la douleur de voir périr, l'un aprés l'autre, les tristes compagnons de ses infortunes."

Mr. DAGELET fut le seul qui survécut; encore succomba-t-il le neuvième jour de son arrivée à bord du navire. Sa declaration a été consignée et ses journaux déposés à Macao par le capitaine portugais. On y trouve déterminées la longitude et la latitude de l'île où Mr. de la PEYROUSE est resté si long-temps. Le gouverneur de cette place a fait parvenir les uns et les autres à Batavia, d'où ils doivent être expédiés pour France; ils ont été compulsés et confrontés avec ceux de Mr. d'ENTRECASTEAUX, et il résulte de cet examen que ce dernier à passe dans ses recherches à 8 à dix lieues seulement de l'ile où Mr. de La PEYROUSE à été forcé de séjourner. Mais la relation de Mr. d'ENTRECASTEAUX ne fait pas mention des terres apercues dans ces parages.

Je ne me permettrai aucune reflection sur ce récit que nulle déclaration authentique ne confirme jusqu'à ce moment. Il est à desirer que cette partie de la narration qui a trait au dépôt à Batavia, et à l'envoi en France des journaux de Mr. DAGELET soit vraie: ces pièces importantes seront pour la nation française un monument durable de son amour pour les progrès des sciences, et son titre à un genre de gloire qui sembloit être exclusivement le partage de nos rivaux.

On se rapellera que Louis XVI, traça lui-même le plan pour le voyage de La PEYROUSE.

J. F. de F.

MALDIVA ISLES.

[*From the Bombay Courier, Dec. 3, 1814.*]

BY the exertions of Captain HORSBURGH, who is unwearied in his endeavors to promote naval science in all its departments, the rout by the Mosambique Channel to Eastern India, is much shortened: Captain HORSBURGH having published a Chart of the Channels through the Southern Maldives, precludes the necessity of proceeding through the 9-degree channel, making the coast of Malabar and then steering for Ceylon.

The following extract of a letter from Captain MOFFAT of the Winchelsea, will show that the Madras fleet passed through one of these channels in last July:——

> "We had a tedious passage from England, stopped a few days at Johanna, and instead of coming through the 8 or 9 degree channel, we ran along in 1 30 N. and passed through the Maldives in that Latitude, finding a fine broad channel and no danger, we hove-to, at the entrance, in very bad weather the night before, making sail at daylight."

☞ The HYDROGRAPHER feels sincere satisfaction in recording the foregoing testimony in favor of the merit and utility of Mr. HORSBURGH's scientific labors. His special chart of these isles, exhibiting the safe channels between the southern attollons, constructed from materials furnished chiefly by Captain W. F. W. OWEN, R. N. was published March 26, 1814;

and has been duly announced to the nautical world in the 𝔑. ℭ. vol. xxxi. p. 153. 335.

These islands are also described in another work of authority; viz. in Tuckey's *Maritime Geography*, vol. iii. p. 177.

AFRIC.

GALAZA OR GALEGA.

TO THE EDITOR OF THE BOMBAY GAZETTE,

Sir, *Bombay, Feb.* 1, 1815.

In your paper of Wednesday last, I observed an account of the island of Galaza, said to have been communicated by the commander of the brig *Hope*, to the Editor of the *Ceylon Gazette*, and as the position therein given to that island, differs most materially from that assigned to it by Captain Briggs, which appeared in your paper under date the 12th June, 1811, I deem it proper to bring the same to your notice, in order to prevent, if possible, an additional island being placed in our charts of the southern seas.

The position assigned to it by Captain Briggs, is as follows:

Latitude of its S. end 10° 31' S.
Longitude, 56° 48' E. from London.
N. W. end latitude 10° 20' S.
Longitude, 56° 45' E.

The commander of the brig *Hope* states it to be in Latitude 20° 30' S. Longitude 57° 55', E. differing no less than ten degrees in Latitude from the account given by Captain Briggs, a mistake, that, I am sure you will be willing to point out and endeavour to rectify as early as possible.

C. K.

☞ The Hydrographer is disposed to believe that the island above described and the name of "Galaza" is the same that Horsburgh names "Galega," in his description of the islands and dangers, N. and N. E. from Madagascar. His account of it shall follow: but that eminent hydrographer premises that the longitude is probably not to be relied upon: for the description is generally that of Mr. D'Apres, compiled from the observations of French vessels made prior to the use of chronometers and lunar observations.

"Galega, is [a couple of] two small islands in latitude 10° 28′ S. the longitude uncertain, as they have been seldom seen, but thought to be about 57° 52′ E. by Mr. Dalrymple, who supposes it to be the island called *Roquepiz* by Davis in 1601. Although the latter is generally placed in the charts 6° or 7° to the eastward of Galega, there is great reason to believe no island exists near that situation. I have passed over the place assigned unto it; and during a period of 200 years, it has never been seen by any navigator; it may therefore be inferred that Mr. Dalrymple's supposition is correct." (Horsburgh: *Directions for sailing to and from the East-Indies*, &c. London, 1809.)

Concerning this point, our other hydrographical conductor, Tuckey, is no more than the echo of Horsburgh, merely saying:—"Galega (thought to be the same as Roquepiz of Davis, 1610) are two small islands in 10½° S. but uncertain longitude." (*Maritime Geography*, iii, 59.)

PLATE CCCCLXI.

Fort Weixelmund.

As a further illustration of our account of the Mouth of the Vistula, Weisel, or Weixel, given with an accompanying chart at page 224, we here present our readers with a plan of Fort Weixelmund, situated at the mouth of that large river. To that account we have only to add, that it was the ancient boundary between Germany and Sarmatia Europœa, has its rise in the Carpathian Mountains, so called, as is supposed, from the Greek Καρπὸς, from their fruitfulness, compared with other mountains in those northern countries, and divides Prussia from Pomerella. The Vistula falls into the Baltic sea not far from Dantzic.*

According to article xxiii of the General Treaty of Congress, signed at Vienna 9th June, 1815, the King of Prussia is acknowledged to possess anew the city of Dantzic and its territory, as the latter was determined by the Treaty of Tilsit. And in article xxii of the treaty between Russia and Prussia, dated $\frac{\text{21 April}}{\text{3 May}}$ 1815, it is stipulated as follows:—"The navigation of all rivers and canals, in all parts of antient Poland (as it existed in 1772) along their whole extent, as far as their mouths, as well in going up as coming down, whether those rivers be navigable at present, or become so in future, as well as canals which may be hereafter cut, shall be free, so as not to be interdicted to any inhabitant of the Polish provinces, under the Russian and Prussian governments. The same principles established in favor of the subjects of the two high powers, shall apply to the trade they carry on; it being understood that they refer to those parts only, at which they may arrive by the said streams, rivers, and canals, or by the *Half*, in order to enter the port of Kœnigsberg."

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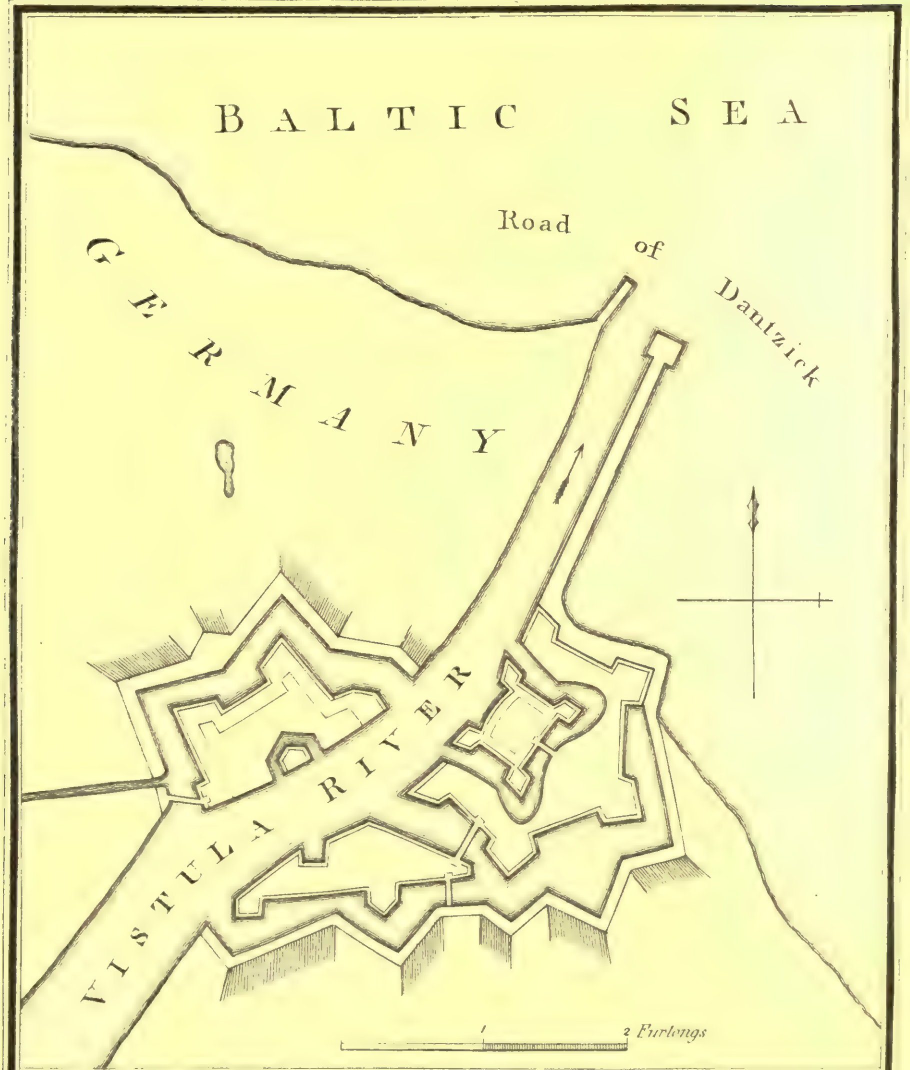
* For an engraved plan of Dantzic, see page 309.

FORT WEIXELMUND.

Pl. CCCCLXI.


BALTIC SEA
Road of Dantzick
GERMANY
VISTULA RIVER
1
2 Furlongs

The Fort *or* Castle of Weixelmund *is situated at the mouth of the Vistula in Little Pomerania, belonging to and at about two miles distant from the City of Dantzick. Lat. 54.22 N. Long. 18.40 E. of London.*

Published May 31. 1816, by J. Gold, Naval Chronicle Office, 103, Shoe Lane, London.

STATE PAPERS.

SERIES OF THE DOCUMENTS ANNEXED UNTO THE REPORT MADE BY THE PRESIDENT OF THE ASSEMBLY OF THE MEMBERS OF ALL THE ORDERS OF KNIGHTHOOD IN EUROPE, CONVENED AT VIENNA ON THE 29TH DECEMBER, 1814.

[Continued from page 325.]

No. IX. (Addition to.)

Lettre de Mr. CAILLARD, *addressée à Sir* SIDNEY SMITH.

MONSIEUR L'AMIRAL,

J'USE de la permission que Votre Excellence m'a donnée de lui communiquer les notions que j'ai acquises sur l'empire de Maroc, pendant le long séjour que j'ai fait dans ce pays.

Ces notions ayant un rapport direct aux autres puissances barbaresques, je crois devoir préalablement faire connoître à Votre Excellence quelle a toujours été mon opinion au sujet de ces puissances. Voici ce que j'écrivois, il y a plus de vingt-cinq ans.

Après avoir démontré la nécessité de détruire l'esclavage des chrétiens en Afrique, et la possibilité de le faire au moyen d'une réunion des puissances Européennes, qui toutes y ont plus ou moins d'intérêt, indépendamment de la loi que leur en font la religion et l'humanité, j'ajoutois:

" C'est à la Porte qu'il faut d'abord recourir, afin qu'elle interpose son autorité auprès des régences de Barbarie, et ses bons offices auprès du roi de Maroc, pour faire adoucir le sort des malheureux esclaves, en attendant la réunion des contingents des puissances Européennes, époque à laquelle on seroit en état de s'expliquer ouvertement avec les Divans, et d'exiger l'abolition de l'esclavage des chrétiens. Tant que ces barbares ne verroient pas le consentement unanime des cours de l'Europe, et la réunion des forces imposantes, ils temporiseroient, continueroient leurs pirateries, exigeroient des présens, et se contenteroient de faire des promesses qu'ils ne tiendroient point.

" Les Maures sont aussi rusés que perfides : ils n'ont nullement dégénéré de la mauvaise foi de leurs ancêtres, et l'on peut toujours dire d'eux ce que les Romains disoient des Carthaginois : *Punica fides, nulla fides.* Il faut donc employer d'autres armes que celles des traités pour les forcer à tenir leurs engagemens. Superstitieux et fanatiques comme le sont tous les peuples plongés dans l'ignorance, ils ne connoissent en général de leur religion que la haine du nom chrétien. C'est une opinion très-ancienne reçue parmi eux, que *Dieu tient dans sa main puissante le cœur des rois, et qu'il lui imprime ses volontés, dont ils ne sont que les exécuteurs.* On sent qu'à l'abri d'une pareille doctrine, les souverains peuvent non seulement excuser la violation des traités, et toutes sortes de crimes, mais encore les sanctifier en quelque façon auprès le leurs sujets. Les impies! ils font de Dieu l'instigateur de leurs forfaits pour tranquilliser leur conscience endurcie par le fanatisme. Le roi de Maroc* ajoute à cela un raisonnement tout aussi perfide : *Les chrétiens*, dit-il, *croient que je suis obligé de tenir ce que j'ai promis : si je le faisois contre mon gré, je ne serois donc pas plus puissant, moi Chérif, descendant du Prophète, et son unique héritier de tous les royaumes de la Terre, que ces usurpateurs infidèles qui sont obligés de tenir leur parole.* Ainsi, il établit en principe la violation de ses promesses sans laquelle sa puissance cesseroit d'être illimitée.

" Je m'interdis toute réflexion sur les conséquences d'un pareil argument.

" Les forces maritimes de la Barbarie ne sont rien dans la balance des combats ; mais elles suffisent pour jeter l'alarme parmi la navigation marchande, et par conséquent une grande défaveur sur les pavillons des nations auxquelles la moindre de ces puissances déclare la guerre, d'où il s'ensuit une gêne excessive dans la navigation et le commerce de ces nations. Voilà la principale cause de la patience des nations commerçantes de l'Europe envers les régences de Barbarie et le roi de Maroc.

" Il est peu de nations en Europe qui n'aient éprouvé de la part de ces barbares, et particulièrement de la régence d'Alger et du roi de Maroc, les outrages les plus sanglans, et qui ne les aient dissimulés. Devenues plus jalouses de leur honneur, et plus éclairées sur leurs vrais intérêts, pourquoi les nations de la chrétienté ne se concerteroient elles pas pour forcer ces hordes barbares à respecter les droits des gens et ceux de la justice et de l'humanité ?"

Voilà, Monsieur l'Amiral, comme j'envisageois les choses et exprimois mes désirs à une époque ou je ne pouvois prévoir qu'un homme étoit réservé à entreprendre ce qu'il étoit du devoir des nations d'accomplir, et se mettroit lui seul à la place de tous les gouvernemens civilisés. Vous avez commencé un grand ouvrage ; mais si vous réussissez, ainsi que je l'espère, et que le promet votre génie persévérant, l'honneur que vous acquerrez n'aura jamais eu d'égal. Le génie, quand il s'allie à l'amour de l'humanité, ne connoît point de bornes : il aplanit toutes les difficultés ; il franchit, brise, détruit tous les obstacles, et n'arrête son élan que lorsqu'il arrive un terme qu'il s'est lui-même prescrit. Seroit-ce pour stimuler votre génie bienfaisant et soutenir votre courage que la Providence auroit placé sur le trône de Maroc un prince juste et jaloux de s'instruire, tel enfin que les annales du pays n'en offrent aucun depuis que la race des Chérifs s'est emparée des royaumes qui composent aujourd'hui l'empire de Maroc ? Quod qu'il en soit, Monsieur l'Amiral, votre sagesse a saisi le moment favorable, et elle saura en profiter poure faire appuyer efficacement par ce souverain les propositions préparatoires que vous ferez au dey d'Alger,† en même-temps que la Porte, si les sollicitations des ambassadeurs chrétiens ne sont point infructueuses, et la forcent à sortir de sa léthargie, annoncera à la régence l'intention de s'opposer désormais à ses pirateries. Son intérêt, d'accord avec celui du monde chrétien, exige que cette horde de brigands, qu'on appelle le divan d'Alger, cesse de se recruter dans ses Etats. Si l'on obtient ce point essentiel, on aura fait un grand pas vers le but que la sociéte se propose ; mais j'oublie que je m'écarte de mon sujet, je reviens au roi de Maroc.

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* Alors Muley Mohammed Ben Abdalla.

† D. C. viii, 161, 162.

Il paroit que, différent d'opinion d'avec ses pères autant par amour de la justice que par prudence, il désire rester en paix avec tout le monde. La chrétienté n'a donc rien à craindre de ce côté tant que l'Empereur actuel règnera, ou du moins tant qu'il ne changera pas de système; mais bien loin de pouvoir considérer cet état des choses comme permanent, nous devons au contraire nous attendre à le voir cesser au plus tard à la mort de MULEY SOLIMAN. Ce prince a déjà plus de cinquante ans : il a des frères, des neveux qui peuvent avoir hérité de la haine, de l'esprit turbulent de leurs pères, du désir enfin de régner à leur tour. Supposant même que MULEY SOLIMAN finisse tranquillement sa carrière, vous saurez, Monsieur le Président, que, dans cet empire, il n'existe aucune loi qui fixe le droit de progéniture (et comment cette loi existeroit-elle dans un pays où il n'en est d'autre que la volonté du sultan ?), et que tous les enfans y ont le même droit à la succession de leur père, dont la mort entraine nécessairement une guerre civile. D'ailleurs, le souverain seul est changé ; les élémens du fanatisme, de la mauvaise foi et de la perfidie subsistent toujours, et n'attendent que le moment favorable pour reparoitre avec plus d'éclat.

Ce n'est pas seulement par la piraterie que les Empereurs de Maroc peuvent se procurer des esclaves chrétiens : il arrive que des vaisseaux que viennent reconnoître les iles Canaries (ce qui a lieu même quelquefois de la part de ceux qui passent le détroit de Gibraltar pour aller en Amérique) se trouvent emportés par les courans, qui sont trés-conidérables sur la côte occidentale de l'Afrique, et qu'ils échouent au moment où ils se croyent encore à une grande distance des côtes. Dans l'espace de six ans, j'ai été témoin de quatre naufrages de cette nature. Trois vaisseaux français et un anglais à diverses époques se perdirent sur le cap Boyador : les équipages eurent le bonheur de se sauver à terre ; mais ils furent enlevés par les Maures qui habitent les confins de la Mauritanie, vers le Sénégal, et trainés en esclavage. Ce qu'ils eurent à souffrir de la part de ces barbares, qui ne sont que des Arabes vagabonds, est au dessus de toute expression. A la sollicitation des chargés d'affaires des deux nations, ces malheureux naufragés furent réclamés par le roi de Maroc; mais comme son autorité dans ces contrées éloignées n'est qu'une autorité d'opinion, et qu'elle est par conséquent extrêmement précaire, il se passa bien du temps avant que chaque équipage pût être rassemblé ; mais tout n'étoit pas fini : l'Empereur de Maroc, faisant valoir le service qu'il avoit rendu, et surtout les prétendues dépenses considérables qu'il avoit faites, gardoit les hommes en nantissement,* les traitoit en esclaves, et il falloit les racheter comme tels. La seule différence qui se trouvoit pour ces malheureux entre le premier esclavage et le second, c'est que l'Empereur de Maroc, dont l'avarice étoit la passion dominante, les faisoit traiter avec douceur, et nourrir paisiblement, dans la crainte de perdre la rançon de quelqu'un d'eux. Un vice peut donc quelquefois être utile à l'humanité! Cependant avant l'entière délivrance d'un équipage, il s'écoule ordinairement plusieurs années.

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* NANTISSEMENT, *Anglice*, in pawn or pledge.

Ces exemples, Monsieur l'Amiral, prouvent, mieux que tous les raisonnemens, la nécessité de ménager le roi de Maroc. Il est heureux que votre influence auprès de lui vous procure les moyens de préparer, pour ainsi dire, le sort des équipages dont les vaisseaux viendront se briser sur ces côtes barbares, accidens inévitables, et qui se renouvellent souvent. Les indiquer à votre Excellence, c'est y apporter le remède pour le présent et pour l'avenir.

Quoique je sois persuadé que votre Excellence connoît mieux que moi la véritable situation des puisances barbaresques, leur esprit, leur caractère, leur politique astucieuse, leurs intentions perfides, et surtout les moyens de remédier aux maux qui en résultent pour les peuples chrétiens, j'ai cru pouvoir, d'après une expérience de plusieurs années, ajouter quelques réflexions à mes souvenirs. Il me reste à désirer que votre Excellence en retire quelque utilité pour le but de sa vaste et glorieuse enterprise.

J'ai l'honneur d'être, avec la plus haute considération, &c.

Caillard.

* * *

DECLARATION

Of his Highness MACMOUD BASHA, *Bey of Tunis, addressed to his Excellency Baron* EXMOUTH, *Knight Grand Cross of the Order of the Bath, Admiral of the Blue Squadron of his Britannic Majesty's Fleet, &c.*

Tunis, April 17, 1816.

In consideration of the anxious desire manifested by his Royal Highness the Prince Regent of England to put an end to the slavery of Christians, his Highness the Bey of Tunis wishing to testify his sincere desire to maintain the amicable relations which subsist between him and Great Britain, as a proof of his pacific disposition, and of his esteem for the European powers with whom his Highness is desirous of consolidating a durable peace, declares by these presents, that in case of war with any of the said powers, none of the said prisoners shall be reduced to slavery, but they shall be treated with every possible humanity, and as prisoners of war, according to the forms adopted and practised in Europe; and that at the end of the war the prisoners shall be exchanged and sent home.

Given in duplicate at our Palace of Bardo, near Tunis, the 19th of the month Jumed-Avell, in the year of the Hegira 1231.

(Signed)

Macmoud Basha.

Bey of Tunis, &c.

THE LONDON GAZETTE, SATURDAY, FEB. 17, 1816.

AT the Council Chamber, Whitehall, the 14th of February, 1816, present, the Lords of his Majesty's Most Honourable Privy Council.

WHEREAS, by an act passed in the 45th year of his Majesty's reign, intituled, " An act for making further provisions for the effectual performance of quarantine," it is, amongst other things, enacted, that it shall and may be lawful for the Lords and others of his Majesty's Privy Council, or any three or more of them, to make such order as they shall see necessary and expedient upon any unforeseen emergency, or in any particular case or cases with respect to any ship or ships, vessel or vessels, arriving and having any infectious disease or distemper aboard, or on board of which any infectious disease or distemper may have appeared in the course of the voyage, or arriving under any other alarming or suspicious circumstances as to infection, although such ship or ships, vessel or vessels, shall not have come from any place or places from which his Majesty, his heirs or successors, by and with the advice of his or their Privy Council, may have adjudged and declared it probable that the plague or any such infectious disease or distemper may be brought, and also with respect to the persons, goods, wares, and merchandize on board the same, and all such orders so made by the Lords and others of the Privy Council, or any three or more of them as aforesaid, shall be as good, valid, and effectual to all intents and purposes (as well with respect to the commander, master, or other person having the charge of any such ship or vessel, and all other persons on board the same, as with respect to any other persons having any intercourse or communication with them, and to the penalties, forfeitures, and punishments to which they may respectively become liable) as any order or orders made by his Majesty, his heirs or successors, by and with the advice of his or their Privy Council conserning quarantine, and the prevention of infection as aforesaid, and notified by proclamation, or published in the *London Gazette.*

And whereas advice has been received that the plague has made its appearance at Nova and along the coast of the Adriatic, and at Corfû and the territories contiguous to Fiumé, and in the peninsula of Istria, and it appearing by such advices, that all vessels from suspected places have been forced to quit the Neapolitan harbours, and will in all probability take shelter in French or Spanish ports, where they will evade the quarantine laws; it is thereupon ordered in Council, that all ships and vessels coming from and through the Mediterranean, within the Straight of Gibraltar, (although furnished with clean bills of health) shall, on arrival at any of the ports of the United Kingdom, be treated as vessels arriving with suspected bills; and shall be subject to all the rules, regulations, and restrictions, pains, penalties, forfeitures and punishments contained in his Majesty's order in Council, bearing date the fifth day of April one thousand eight hundred and five, with respect to vessels arriving with suspected bills of health: And the Right Hon. the Lords Commissioners of his Majesty's Treasury, the Commissioners for executing the office of Lord High Admiral of Great Britain, the Lord Warden of the Cinque-Ports, the Master-

General and the rest of the Principal Officers of the Ordnance, his Majesty's Secretary at War, and the Governors or Commanders in Chief for the time being of the isles of Guernsey, Jersey, Alderney, Sark, and Man, are to give the necessary directions herein, as to them may respectively appertain.

James Buller.

CONVENTION BETWEEN GREAT BRITAIN AND AUSTRIA, SIGNED AT PARIS, AUGUST 2, 1815.

In the name of the Most Holy and Undivided Trinity.

NAPOLEON BUONAPARTE being in the power of the Allied Sovereigns, their Majesties the King of the United Kingdom of Great Britain and Ireland, the Emperor of Austria, the Emperor of Russia, and the King of Prussia, have agreed, in virtue of the stipulations of the Treaty of the 25th March, 1815, upon the measures most proper to render all enterprize impossible, on his part, against the repose of Europe.—[Then follow the names of the Plenipotentiaries.]

Art. I. Napoleon Buonaparte is considered by the Powers who have signed the Treaty of the 25th of March last, as their prisoner.

Art. II. His custody is especially entrusted to the British government.

The choice of the place, and of the measures which can best secure the object of the present stipulation, are reserved to his Britannic Majesty.

Art. III. The Imperial Courts of Austria and of Russia, and the Royal Court of Prussia, are to appoint Commissioners to proceed to, and abide at the place to which the Government of his Britannic Majesty shall have assigned for the residence of Napoleon Buonaparte, and who, without being responsible for his custody, will assure themselves of his presence.

Art. IV. His Most Christian Majesty is to be invited, in the name of the four above-mentioned Courts, to send in like manner a French Commissioner to the place of detention of Napoleon Buonaparte.

Art. V. His Majesty the King of the United Kingdom of Great Britain and Ireland, binds himself to fulfil the engagements which may fall to him by the present Convention.

Art. VI. The present Convention shall be ratified, and the ratifications shall be exchanged within fifteen days, or sooner, if possible.

In faith whereof, the respective Plenipotentiaries have signed the present Convention, and have affixed thereto the seals of their arms.

Done at Paris, the 2d of August, in the year of our Lord 1815.

(L.S.) The Prince of Metternich.
(L.S.) Castlereagh.
(L.S.) Wellington.

Regal Style and Title of Portugal.

DON JOHN, by the grace of God, Prince Regent of Portugal, and of the two Algarves, &c. I make known to all who shall see these presents, that having constantly in my Royal mind the most lively wish to cause the prosperity of the States which Divine Providence has intrusted to my sovereign administration; giving, at the same time, due importance to the vast extent and locality of my dominions in America; to the abundance and variety of the precious elements of riches which they contain within themselves; and besides, perceiving how advantageous to my faithful subjects in general must be a perfect union and identity of interests between my kingdoms of Portugal and the two Algarves, and my dominions of Brazil, by raising the latter to that political rank and scale to which, for the above-mentioned reasons, they are entitled; and in which my said dominions have already been considered by the Plenipotentiaries of the Powers who formed the Congress of Vienna, both in the Treaty of Alliance concluded on the 8th of April of this year, and in the final Treaty of the said Congress: I have therefore determined, and it is my pleasure to ordain, as follows:—

1. That from and after the publication of these presents, the *State* of Brazil shall be raised to the dignity, pre-eminence, and denomination of the kingdom of Brazil.

2. That my kingdoms of Portugal, the two Algarves, and Brazil, shall, in future, form one sole kingdom, under the title of United Kingdom of Portugal, and of Brazil, and the Two Algarves.

3. That the titles inherent in the Crown of Portugal, and which it has hitherto used, shall be substituted in all public acts, the new title of PRINCE REGENT of the United Kingdom of PORTUGAL, BRAZIL, and the Two ALGARVES, &c.

Given at the Palace of Rio de Janeiro, 16th December, 1815.

(Signed) Principe . . .

(Countersigned) *The Marquis De-Aguiar.*

NAVAL LITERATURE.

Remains of the late JOHN TWEDDELL, *Fellow of Trinity College, Cambridge; being a Selection of his Letters, written from various Parts of the Continent, together with a Republication of his Prolusiones Juveniles; to which is adjoined, an Appendix, containing some Account of the Author's Journals, MSS. Collections, Drawings, &c. and of their extraordinary Disappearance. Prefixed is a brief Biographical Memoir* by the Editor, the Rev. ROBERT TWEDDELL, A.M. Illustrated with Portraits, picturesque Views and Maps. London: Mawman. 1815. 4to. pp. 480 and 180. price 3*l.* 3*s.*

[Continued from page 340.]

BEFORE we pursue our course through this volume, we beg to make a short pause, in order to retrace our steps to the *grave* of the ill-fated Gallic general, whose character is recorded at page 339, to make good an omission of our own; namely, to give the epitaph which has been placed upon his tomb by the dutiful hand of a daughter. This we had prepared for the press; but accidental circumstances prevented the insertion of it *in loco.*

"Here repose the ashes of CHARLES PICHEGRU, General in Chief of the French armies; born at Arbois, in the department of Jura, 16th February 1761; died at Paris, 5th April 1804.

"Raised by filial piety

"The first stone was laid by Mademoiselle PICHEGRU, 31st Oct. 1815."

Our remaining limits oppose our wishes to enter further into literary detail, than to give the following descriptive extracts from this rich miscellaneous book, which will conduct us to the close of Mr. Tweddell's correspondence. In the succeeding section, we purpose devoting a few pages, after the example of certain of our contemporaries, to our review of the controversy to which Tweddell's Remains have given rise.

In the following letter from Mr. TWEDDELL to JOHN SPENCER SMYTHE Esq. dated Athens, he informs that gentleman, of a rich acquisition he had made to his collection of drawings; indeed, we cannot peruse this volume without meeting with repeated instances of this kind to make us regret the loss of this valuable property. In a note to this letter, we find a brief biographical notice of Mr. THORNTON. There is likewise a note attached to this letter on the orthography of the word Tahtar, erroneously spelt *Tartar.*

"DEAR SIR, "*Athens, 18th March,* 1799.

"I have written to you twice, at some length, since I left Péra; though I cannot possibly tell whether you have ever received my letters, as none have reached me from you. I more regret than wonder at this—being well aware that opportunities seldom occur of safe communication. But this once at least I venture to count upon the receipt of some intelligence—I mean when the Tahtar* shall return, who takes charge of this letter. I wait for that period with the utmost impatience, as I have already much exceeded the time which I originally meant to pass at Athens. Recollect that this same Tahtar will not probably remain more than a couple of days, or at most, I imagine, four, at Constantinople.—He is enjoined by the Vaïvoda of Athens to be here again, at latest, on the twenty fifth day, counting from to-morrow. Mr. THORNTON† having to send me different articles which I have requested him to procure for me, I have instructed the Tahtar to inform him of the day fixed for his return; and upon his acquainting you with it, you will be so good as to commit to him whatever you may have for me, and he will enclose every thing in the same parcel. If you can conveniently spare me a few English newspapers, it would be a very acceptable present.——My last letter contained so much upon the subject of FAUVEL, with regard to the drawings you wished to procure of him, and with regard to the medals for which I offered to negotiate with him in your behalf, that I can add nothing thereto. As for drawings, he has none that are finished, nor can he possibly employ himself in that way, situated as he is. If you wish to occupy him, his liberty is as essential to that purpose, as it would be highly prized and gratefully acknowledged, if you succeed in procuring it for him. In such case, I have little doubt of being able to make a tolerably good bargain for any medals which you may be desirous to purchase. On my arrival here, he gave me to understand that his portfolio contained next to nothing of a finished nature. This assurance, however, was only the effect of that fear which he entertained of his papers being taken by surprise. He had been given to understand that this was meditated. By degrees, however, he withdrew different drawings from their secret lurking places, till he assured me he had not one more of any kind whatsoever remaining. By this means *between forty and fifty drawings of different kinds have stepped from his portfolio into mine*, which is mightily embellished by so rich an acquisition. I am partly indebted for this fortunate circumstance to his want of ready money—since, although they have cost me no inconsiderable sum, he assured me that at no other time would he have ceded to me so great a number, among which were several of which he has retained no copy. But I must take my leave of you.

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* TAHTAR.—The writer of the oriental letters in the Naval Chronicle, signed NEARCHVS, gives the following explanation of this term:—"The Tahtars, owing to their superior horsemanship, activity, and fidelity, became from early times so exclusively employed in the conveyance of correspondence throughout the wide extent of the othoman dominions, that they have given name to the profession of messenger; and although the employment be now no longer confined to persons of that nation, yet *tahtar* or *tátar* is still as thoroughly the synonymous term for an express in Turkey as *Suisse* is for porter, or *Savoyard* for chimney-sweeper and errand-boy at Paris. Tartar is a corrupt spelling." Some significant allusions to the couriers and guides of that nation are to be found in HOLLAND'S *Travels*, p. 203. (ED.)

† THOMAS THORNTON, Esq.—author of "*the present state of Turkey.*" The obituary of a respectable Miscellany presents the following sketch of this gentleman's character:—Mr. T. had resided fourteen years in the British factory at Constantinople, and about fifteen months at Odessa, in Russia, on the coast of the Black Sea. He made several excursions to the provinces of Anatolia, and to the islands of the Archipelago. He had particularly viewed the Troad with a critical eye; and had made some remarks on that subject in one of the periodical journals, which a profound scholar need not have blushed to own. Though he had been educated in mercantile habits, his mind was of a higher cast than those habits are usually found to supply.—A few months before his death, Mr. THORNTON had been appointed consul-general in Egypt by the Levant Company, and he was about to take his departure for Alexandria, when a pulmonary complaint, which had for some time previously to his decease assumed a menacing aspect, plunged him into an untimely grave. Whilst at Constantinople, he had married the daughter of an Armenian resident in that city, which lady accompanied him to this country, and by whom he has left a numerous family." [*New Monthly Magazine*, May 1814.] (ED.)

I am, &c. &c.

J. T."

We shall now present to the reader the last letter ever received in England from Mr. TWEDDELL. It is to his friend THOMAS BIGGE, Esq. dated Larissa. In this letter, Mr. TWEDDELL notices a question of his friend respecting a tribe of Mohamedan Infidels of the sect of Vehab. And here is our regret at the loss of Mr. T.'s papers again increased, from which, he tells his friend, he could have satisfactorily answered his question. The Editor has appended a note giving a general account of this sect and its leader, and has referred his readers to our Chronicle for a more particular one.

"MY DEAR BIGGE, "*Larissa, 3d June*, 1799.

"A TAHTAR*, coming from Salonica, has brought me a letter from you of the 12th October. Is it my fault if I do not reply before the 3d of June? Surely I am neither at Bombay nor in Kentucky; yet your letter might have reached me in either one or the other country in the same time. The same delays attend all my correspondence. I have engaged the Tahtar to repose himself a moment in the corner of a chamber, which I now occupy, in a most forlorn caravanseraï. He smokes his pipe till I write half a dozen words, to assure you of my health and my regard. I am at the distance of a few hours from the valley of Tempe. I have come hither by the way of Platæa, Thebes, Livadea, Chæronea, Thermopylæ, Lamia, and the Pharsalian plain. After pushing on a little further in the same direction, I shall return upon my steps to Delphi, and thence to Patras; from whence I shall visit the different parts of the Morea, and return for a week to Athens, previously to embarking for the islands and Smyrna. But I have explained already all my plans to you.

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* TAHTAR.—This word, as the reader will have perceived, has been carefully substituted throughout this volume to the incorrect although more popular spelling Tartar; concerning which corruption GIBBON says:—"Mogul and *Tatar* are kindred and rival names, of which the former having given birth to the imperial race, still adheres to the titular sovereign of Hindostan; and the latter has been extended by accident or error over the spacious wilderness of the north. The *Tatars* were descended from TATAR *Khan*, brother of MOGUL *Khan*, and formed a horde [*ordou*, a camp] on the borders of Kitay. In the great invasion of Europe, *A.D.* 1238, they seem to have led the vanguard; and the similitude of the name *Tartarei*, recommended the corrupt appellation of Tartars to the Latins." [*Decline and Fall*: c. lxiv.] (ED.)

You ask me if I am informed of a tribe of Mohamedan infidels of the sect of Vehab ?* and you wish me to give you details. If I had with me the papers

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* Vehab :—or, more properly, Abd'oul-Wekhab, whose followers (*Wahebbi*) constitute a formidable host of armed devotees, in that province of Arabia called the Nedjed, was born in the tribe of Jemen, inhabiting the town of El-Ayaen, of opulent parents, and received a careful education at Damascus, under the guardianship of an uncle, who was at the head of a respectable commercial establishment. A taste for abstract speculations inducing him to leave the concerns of commerce, in which he had realized considerable property, he entered into a dervish college; where he passed several years in religious studies, and also in polemic controversy with the Mollas and Immaams of that city. The bigotry and persecution of his opponents obliging him to flee from Syria, he returned to his native country, at the age of 40, with a high reputation, supported by great erudition, which, with the help of an ambitious mind, soon placed him at the head of a numerous party—popularity became converted into devout admiration; and Abd'oul-Wekhab, availing himself of the example of the Arabian prophet, assumed the pretensions of an inspired teacher. It consists not with the limits of a note to enter into any account of the religious tenets of the sect of Wekhab ; it must suffice to observe, that the grand ostensible and professed object of the followers of that powerful leader is, religious *reformation*, or Mohammedanism purified from the corruption and degeneracy into which, it is pretended, that the genuine faith has lapsed, through the enthusiasm and ungodliness of its professors. The attempts of the Wahebites to reduce their theory to practice gave umbrage to the rulers of that country ; and the leading Sheïk attempting to suppress the *heresy*, Abd'oul-Wekhab reared the standard of persecution, and, at the head of his partizans, fell upon the dwelling of the Grand-Sheïk, and upon the houses of his relatives and principal officers. The contest was maintained with fury for three days ; when the innovators, at length, drove the old prince and his supporters into the desert, and Abd'oul-Wekhab became the Sheïk, Emir, Mufti, and Immaam of the Nedjed. Of what afterwards befel this extraordinary person, the contemporary journals contain the following intelligence :——" *Constantinople,* 11 *Janvier,* 1804.—Abd'oul-Wekhab *a été assassiné par* Hadji-Osmaan, *musulman de la secte d'*Ali. *Il avoit profané le temple d'*Ali ; *ce qui avoit excité la fureur des sectateurs de ce prophete ;* Hadji-Osmaan *resolut de venger les cendres du patriarche. Il traverse le désert d'Arabie sur un dromadaire, entre dans la tente d'*Abd'oul-Wekhab *pendant qu'il faisoit sa priere, et lui enfonce un* handjar* *dans la poitrine.* ' Abd'oul-Wekhab ' *(dit-il en même temps) ceci est pour venger le tombeau d'*Ali *de tes profanations.' Le frere d'*Abd'oul-Wekhab*—accourút au bruit; il trouve son frere baigné dans son sang, et l' assassin accroupi, faisant sa priere, et attendant tranquillement la mort : il se jette sur lui ; mais* Hadji-Osmaan, *plus fort, se relève, et le tue avec le même* handjar *teint du sang de son frere : des soldats accourent, se jettent sur l' assassin, le tuent à coups de lances, et le coupent par morceaux.*" Abd'oul-Wekhab was 110 years old at the time of his assassination. [See the very authentic account of the Wahebites in Naval Chronicle, vol xxiv. pp. 293, 371.] (Ed.)

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* A sort of poignard or dagger, like a malay *kris.*

which I left at Athens, I certainly could give you some very accurate information with respect to the tenets, the force, and the situation of this sect; at present, without the assistance of my notes, I will not risk to communicate imperfectly what I may detail to you with greater effect and more satisfaction on my return to Athens. There are many very curious particulars relating to this subject, which are certainly very little known. I have communicated the result of my inquiries to Mr. SMYTHE, who has forwarded them to government, as being of a nature meriting its serious attention. I do not, however, apprehend that there is any immediate danger of a junction between the infidels of France and those of Arabia. Indeed, I do not see how the new principles of the Sultan BUONAPARTE can amalgamate with those of the sons of VEHAB: the father is lately dead. I have not time to dilate upon the political state of this country—some other time I will endeavour to repay you for my present dearth of matter. The success of the allies in Italy did not enter into my calculations—I hope it will continue. Much as I love peace, I cannot think that any peace can be either valid or sincere with the five directors; and, for that reason, I pray that they may be overtaken by the sweeping vengeance of outraged Europe; absolute and unqualified destruction is my deliberate wish for them. I do not so much predict this, as I pray for it; but either I have formed a wrong estimate of the military spirit of Russia, or France will feel a wide difference between combating with these hardy veterans of the north, and the half-faced opposition of her former foes. You will recollect that I once passed a whole winter in the same house with SUVAROW—I take some pleasure in examining the relation which exists between his conversation at that time, and his actions at the present day.————But the pipe is burnt out, and the coffee is drank up: and what can retain a Tahtar beyond the term of these still enjoyments? So God bless you, my dear BIGGE; and grant that we may one day meet again—when my epistolary abruptness shall be repaired by the more ample details of calm and uninterrupted conversation.—I will write to you again on my return to Athens—and am always yours, most truly,

J. T."

We now come to the last of Mr. TWEDDELL's letters, which is written to Mr. THORNTON, on board a ship in the harbour of Piraeus, and no otherwise noticeable than as being, we believe, the last he ever wrote. To this letter is subjoined as a tail-piece, a little chart of the Piraeus, which, with permission, we attach to the letter, as peculiarly suited to the nature of our publication. The letter is merely an acknowledgment of Mr. THORNTON's kindness to him at Péra, and the recommendation to it, of a Mr. NEAVE.

It may be here appropriately re-observed, that, to our review of Mr. THORNTON's "Present State of Turkey,"* may be traced the original occasion of these letters being published; and the Editor has duly and handsomely noticed the Naval Chronicle in many parts of his volume, as containing additional, and sometimes superior information on the various subjects it treats upon.

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* *Vide* N. C. vol. xxiii. pp. 46, 138.

"14th *July* 1779.

"I WRITE to you, my dear Sir! on board of a ship in the harbour of Piraeus,* which in half-an-hour hence will transport Mr. NEAVE to Smyrna; from whence he will proceed to Constantinople. I am desirous that he should not sail without taking charge of half a dozen lines for you; because I recollect with continued satisfaction the resources which I derived from your society during my residence at Péra, and promise myself at the same time that you will thank me for having procured you the acquaintance of this gentleman. I do not add a syllable upon any other subject. There is so much noise, "above, around, and underneath," that I do not know whether the few words which I have written will be intelligible to you. I hope at least you will understand, even though you should not be able to read it, that my best wishes attend you; and that I am, my dear Sir, ever very truly your's,

[To be continued.] *J. T.*"

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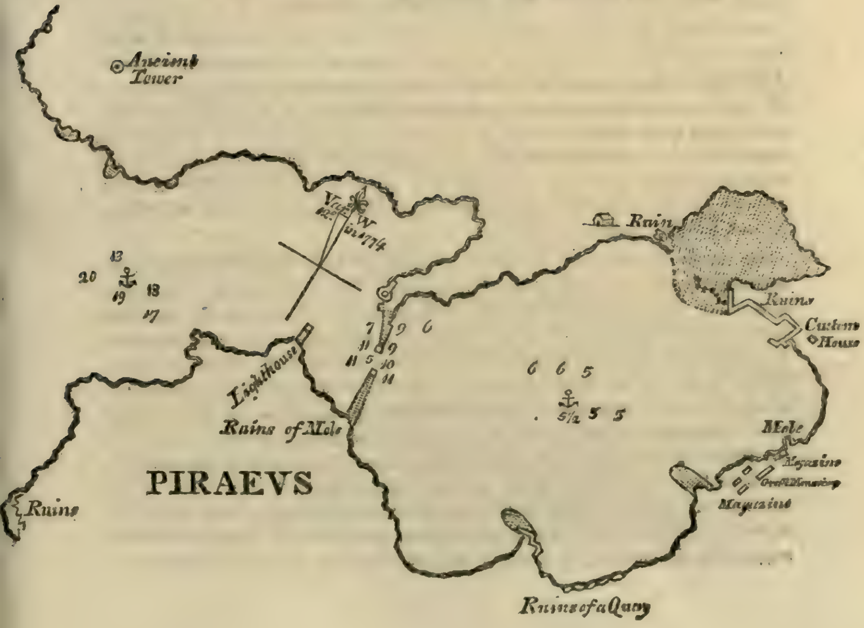
* PIRAEUS.—"Before the gate [of the arsenal of Venice] stands a vast pillar on either side, and two immense lions of granite, which formerly adorned the Piraeus of Athens. They are attended by two others of a smaller size, all, as the inscription informs us, *Triumphali manu e Piraeo direpta.*" (EUSTACE's *Classical Tour through Italy*, p. 73.) In the little chart of the Piraeus, reduced from a *MS.* survey presented to the Editor, by I. S. SMYTHE, Esq. and subjoined as a tail-piece to this the concluding letter of the series, the ruins of the two moles, at the extremities of which these lions stood, are distinctly marked. These gave the name *Porto-Leone* to this haven in the middle ages.

> *"Indè ubi Piraei capient me littora portûs*
> *Scandam ego Theseae brachia longa viae."*
> [PROPERT, *Eleg.* III, xxi, 23.] (ED.)


Ancient Tower
Var. 12° W in 1774
13
20
19
18
17
Ruin
Ruins
Custom House
7
9
6
11
9
11
5
10
11
6
6
5
5½
5
5
Lighthouse
Ruins of Mole
Mole
Magazine
Greek Monastery
Magazine
PIRAEVS
Ruins
Ruins of a Quay

A Biographical Memoir of the late Sir Peter Parker, *Bart. Captain of H.M.S. Menelaus, of* 38 *guns; killed in Action while Storming the American Camp at Bellair, near Baltimore, on the* 31*st of August*, 1814. London: published by Longman, Hurst, Rees, Orme, and Brown. 1815.

[Concluded from page 346.]

OUR review of this Volume was not intended to be resumed in a second Number, but having made what we conceived to be a necessary portion of extract, to do justice to the author, and to the character of his lamented subject, we found our conclusion precluded by the limits of our pages, and, indeed, some of its divisions trespassed on for the admission of as much as appears in our last number; the trespass was, however, sufficiently warranted by the occasion, and as we necessarily open the volume again in the way of review, we are induced to the selection of another extract in support of the verdict which we are called upon impartially to give, although as nothing more seems intended by the publication, than to preserve the memory of a British officer, in all respects worthy of the name, in whom the seeds of heroism had produced the fairest fruits, and promised abundance, in a more extended harvest, it is much less necessary to the character of the work, than as a tribute of respect to the memory of its distinguished subject, and for which the following, in addition to our former extracts, would be amply sufficient; for deeds are doubtless—honorable facts require no orator.

On the 19th of April Sir Peter Parker read to his ship's company the vote of thanks from Parliament, for their services at the Mauritius.

On the 27th of the same month, while off Toulon, two French frigates, one of them of the largest class, were sent out in chase of the Menelaus; and, as Sir Peter Parker was to leeward, he immediately lay-to, to receive them, and cleared for action; his gallant spirit disdaining to consider them as his over-match. They came down under a press of sail, but, to the great surprise of all on board the Menelaus, at the moment when they were nearly within gun-shot, daunted by the more intrepid spirit of their adversary, they ignominiously hauled their wind and ran into Toulon, under all sail, pursued by the Menelaus, which in vain endeavoured to bring them to action.

On the 1st of May, the Menelaus being the in-shore frigate off Toulon, observed a frigate and a brig (La Pauline and L'Ecureuil, from the Adriatic) in Hiéres bay, standing with all sail for the Petite Passe. On seeing the Menelaus boldly stand in, with a view to cut them off, they hauled their wind under the three top-sails; until the French fleet, of eleven sail of the line and six frigates, which came out for their protection, were so far advanced as to render them secure, when they immediately bore up with much promptitude. Sir Peter Parker then determined on making the effort, and he accordingly succeeded in bringing the Pauline and the Ecureuil to action, close under the batteries of Escamberon; the Menelaus then having a union jack suspended from each stay. The Menelaus was cut up exceedingly in her rigging, principally by the heavy fire of the batteries, which shot her foremast through and through; and, though it was kept together for the moment, by fishing it with capstan bars, she was obliged to haul off. At that time the whole French fleet were standing out, and three sail of the line were nearly in her wake. From the crippled condition of the Menelaus, serious doubts were entertained respecting her safety; for she was completely cut off, and, in fact, surrounded by the enemy at the mouth of their own harbour, the wind blowing very fresh from the eastward.

The Pauline and brig, however, whose gaff had been shot away, shewed no desire to continue the action; for, instead of keeping engaged with the Menelaus, which would have ensured her capture, or, more probably, her destruction, they shamefully, with cries of "*Vive l'Empereur*," ran into Toulon.

From this desperate situation Sir Peter Parker extricated himself by a masterly manœuvre, which completely deceived the French admiral.

Sir Peter Parker's object now was, to get to leeward of the enemy's fleet, where Admiral Hallowell's squadron was, hull down, consisting of the Malta, Kent, Centaur, and Repulse. In the crippled state of the Menelaus, however, this appeared impossible to effect. He resolved, therefore, to steer for the headmost ship of the enemy's line, which, instead of keeping her wind, and laying the Menelaus alongside, which she had it in her power to do, steered parallel. This was a fortunate circumstance; as on her firing her broadside, and putting her helm down, the helm of the Menelaus instantly put a-weather, and she thereby got to leeward of the enemy's fleet, whether they were afraid to follow her, in consequence of the situation of Admiral Hallowell's squadron, though, beating with a strong lee current, they could not have given the Menelaus any assistance.

The British fleet were seen only at intervals, to leeward, from the mast-head. It was now noon: the crew of the Menelaus turned to; got up another fore-topmast; spliced and replaced her rigging (which had been shot to pieces by the frigate's grape, that also hulled her), and repaired her sails; and with top-gallant yards across, before sun-set, she reconnoitred over St. George's Gap. Such was the incomparable activity of her gallant officers and crew. The conduct of Sir Peter Parker, on this brilliant occasion, met the entire and cordial approbation, not only of the commander-in-chief, but excited the applause of the whole fleet. The masterly manœuvre, by which he so happily foiled the enemy, was universally extolled. The distinguished Admiral, third in command, is known to have expressed himself thus—"Captain Parker shewed as much ability and judgment in working to windward of the enemy, as he had evinced gallantry and daring in pushing the first attack."

On the 18th of May another opportunity of brilliant service occurred. Sir Peter was employed, with a squadron under his command, consisting of the Menelaus, Havannah, and Furieuse frigates, and Pelorus brig, to reconnoitre the French force in Toulon. On that day the enemy's fleet, consisting of four three-deckers, seventeen two-deckers, eight frigates, and several smaller vessels of war, stood out of Toulon to manœuvre, as usual, the British fleet being upwards of thirty miles from the land; but a strong breeze springing up, they gave chase, apparently with the intention of intercepting the enemy on their return to port; which Sir Peter observing, he made sail to attack a frigate and a 74-gun ship, which were astern of their fleet, although there was only one frigate (the Havannah) near enough to assist him. Having got within half gun-shot of the 74, just at the harbour's mouth, he opened a heavy fire on her, from which she sustained considerable damage, having hulled her in several places, and cut up her rigging, so as to compel her to go into the inner harbour, where, next day, she was dismantled and docked. During this gallant effort to annoy the enemy, who were lying-to under the batteries of St. Margaretta, and almost within reach of those of Escamberon, several of their ships opened their fire on the Menelaus, which they continued for a quarter of an hour, and which she returned with equal spirit (exploding one of their forts by her fire) to the astonishment and admiration of the British fleet, which, by this time, was well in sight; when the Menelaus, by signal, was ordered to cease firing. Although Sir Peter Parker kept the Menelaus within less than gun-shot of the enemy's fleet and batteries the whole time, she received no other damage than in her rigging and sails.

Shortly afterwards, twelve sail of the line and seven frigates, again came out of the harbour of Toulon. A line-of-battle ship and two frigates were sent in chase of Sir Peter's little squadron, the rest of the French fleet edging slowly down towards the chasing ships. Sir Peter's object was to lead them to leeward, but the Pelorus sailing badly, her fate now became doubtful, when he ordered his squadron to shorten sail and hoist their colours. The enemy, seeing his determination not to part with his Majesty's sloop, relinquished the chase, and the spirit and perseverance of Sir Peter thus preserved her from falling into the enemy's hands.

As we before observed, a relation of honourable facts—of a series of splendid services *pro Rege et Patria*—needs no embellishment. The style of the biographer is, however, chastely elegant, clear and correct in his narration, and in his apostrophes there is a tempered pathos, which evinces the sorrow of the writer to have been the soul of his expression, flowing spontaneously with less ostentation of purpose, to move others than to indicate that he has himself been moved.

Such is the general character of the writer's style, of which we have given correspondent specimens. The work itself is a compagination of zealous endeavours and noble achievements, constituting a literary monument to the memory of the late Sir Peter Parker, Baronet, the unfortunate termination of whose short career of life and martial service must be too fresh in the memory of his grateful countrymen to need any further impression of it from our pen.

It was our wish and intention to have given a Review of this volume at a much earlier period; we, however, recommend it, should there be any copies undisposed of, to our naval readers especially, as a piece of biography highly valuable; being written from family documents, and of exemplary interest to all who aspire to the meed of Fame in the naval service of their country.*

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* The volume is embellished with a highly finished portrait of Sir Peter Parker, engraved by Godby from a painting by Hoppner.

Poetry.

TO HER ROYAL HIGHNESS

THE PRINCESS CHARLOTTE,

On her Marriage, May 2d, 1816.

WHAT sounds so sweet as those of love?—
'Tis Nature's deity on Earth,
Whose fragrance lifts itself above,
And mingles where it first had birth.

As childhood to a mother's arms,
Flies to indulge upon her breast;
So love its parent Heaven demands,
To hallow it in holy rest.

Sweet Princess—England's proudest flower,
Whose august honour claims the meed:
May Angels bless thy nuptial bower,
And guard thy peaceful sacred bed.

The arms which so much beauty binds,
How proud to press so fair a gem;
While fairest innocence entwines
A blush beneath thy diadem.

A blush? oh yes, that blush but known
To maiden pride, to Virtue given;
A blush which graces Charlotte's throne,—
Her people's love—the pride of Heaven!

Sweet maid! farewell; yet while the year
Rolls round and brings thy nuptial day,
For Charlotte shall the bard prepare
His proudest theme to grace his lay.

Plymouth, 3d May, 1816. *W. W.*

THE MARINER'S BRIDE.

A BALLAD.

ON a spray-sprinkled cliff a lone maiden reclined,
Her ringlets of gold playing loose on the wind,
A bridal attire flow'd round her spare form,
And wild was her look as she sung to the storm.

"He was mine! at the altar our love-knot was tied!
But alone on her couch lay the Mariner's Bride;
His last serenade scarce had died on the gale—
A cry from the deep told my William's death tale!

"Ye spirits that ride on the wind and the wave!
Ye spectres that shriek o'er the Mariner's grave!
Hear—hear my last prayer; let me lie by his side,
In death still his own—still the Mariner's Bride!"

The wild notes are hush'd, and lo! changed is the scene,
The ocean is calm, and the sky is serene;
What—what are the zephyrs now wafting to land?
'Tis he! 'tis her William—lies stretched on the strand!

Her bridegroom's dead form quick the maiden descried,
And frantic she rushed down the precipice side,
A flash of wild joy her pale countenance fir'd,
She clasp'd the cold corpse, she laughed, and expired.

The lover's last hymn sung the maids of the sea,
O'er submarine meadows they bore them away.
Where the nymphs in their bowers of coral reside,
Embalm'd with her love lies the Mariner's Bride.

Imperial Parliament.

HOUSE OF COMMONS, WEDNESDAY, MAY 15.

DROITS.

SIR *J. Mackintosh* made his motion on the subject of the monies received from France, and their application; and whether a King of England should have the power of dealing with any sum of money, great or small, which he might receive from a foreign power, at the termination of a successful war, as a Droit of the Crown, and dispose of it as the Crown should think proper. The Hon. Member adverted to the several sums of money from France, and particularly to the sum of 1,400,000*l*. granted to Great Britain, as a ransom for Paris, that under an understanding that it should be divided by this government between the army of the Duke of Wellington and Prince Blucher.—If this was so, he contended that it would lead to a most dangerous system, that of receiving a donative from a foreign Sovereign to a British army; and further, that a British army should receive a large donative, not from the King and Parliament united, but from the Crown alone—a precedent dangerous in the extreme to the liberties of the people. The Hon. Member's arguments were supported by Mr. Tierney, and successfully opposed by the Chancellor of the Exchequer and Lord Castlereagh. The previous question was moved and carried.

METEOROLOGICAL REGISTER.

From April 26th, to May 25th, 1816.

Kept by C. Blunt, Philosophical Instrument Maker, No. 38, Tavistock-street, Covent-Garden.

Moon	Day	Wind	Barometrical Pressure			Temperature.			
			Max.	Min.	Mean.	Max.	Min.	Mean.	
	26	SE	30·13	30·12	30·125	69	49	59·	Fair
	27	SE	30·10	30·	30·05	67	48	57·5	——
☽	28	SE	30·	30·	30·	64	37	50·5	Rain
	29	SE	30·	29·97	29·985	66	39	52·5	——
	30	SE	29·84	29·58	29·71	65	38	51·5	——
	1	SE	29·74	29·68	29·71	64	38	51·	——
	2	SE	29·89	29·82	29·85	63	36	49·5	——
	3	SE	30·	29·96	29·98	61	39	50·	——
	4	SW	30·11	30·	30·055	62	40	51·	——
	5	W	30·	29·96	29·98	61	40	50·5	——
D	6	W	29·96	29·93	29·945	60	38	48·	——
	7	W	29·99	29·82	29·905	60	37	48·5	——
	8	W	29·74	29·68	29·71	59	36	47·5	——
	9	W	29·82	29·80	29·81	59	38	48·5	——
	10	W	29·50	29.42	29·46	57	35	46·	——
	11	NE	29·42	29·31	29·865	56	34	45·	——
	12	NE	29·58	29·42	29·50	57	35	46·	——
	13	NW	29·78	29·62	29·7	59	36	47·5	——
	14	E	29·90	29·89	29·895	58	37	47·5	——
	15	SE	29·90	29·89	29·895	56	41	48·5	Fair
	16	SE	29·93	29·83	29·88	66	40	53·	——
	17	E	29·82	29·79	29·805	64	39	51·5	——
	18	NE	29·88	29·85	29·865	60	38	49·	——
☾	19	E	29·88	29·85	29·865	60	40	50·	——
	20	SE	29·90	29·90	29·9	59	38	48·5	——
	21	SE	29·97	29·97	29·97	58	34	46·	——
	22	E	29·98	29·97	29·975	59	36	47·5	——
	23	SE	29·98	29·98	29·98	60	38	49·	Rain
	24	SW	29·96	29·92	29·44	63	38	50·5	——
	25	SW	29·99	29·92	29·955	61	40	50·5	——

RESULTS.

Mean barometrical pressure 29·8592			Mean temperature		24·7452
Maximum 30.13	wind at	SE	Maximum 69	wind at	SE
Minimum 29·31	——	NE	Minimum 34	——	NE

Scale exhibiting the prevailing Winds during the Month.

N	NE	E	SE	S	SW	W	NW
0	3	4	13	0	3	6	1

	Mean Barometrical Pressure.	Mean Temperature.
From the new moon on the 27th of April, to the first quarter on the 4th of May	29·898	51·785
—— first quarter on the 4th to the full moon on the 11th,	29·837	48·571
—— full moon on the 11th to the last quarter on the 19th,	29·8	48·5

Marine Law.

A COURT MARTIAL was held on the 18th of May, at Plymouth, on Lieutenant H. Heyman, 1st of his Majesty's sloop Podargus, for repeated acts of drunkenness; which charges being fully proved, he was sentenced to be placed at the bottom of the list of lieutenants of the navy.

NAVAL HISTORY OF THE PRESENT YEAR, 1816.

(April—May.)

RETROSPECTIVE AND MISCELLANEOUS.

THE chief event in our affairs at home, during the present month, is the auspicious marriage of her Royal Highness the Princess Charlotte Augusta of Wales, to Prince Leopold George Frederick of Saxe Cobourg.* As the opinions of those who are by any means acquainted with his Serene Highness are strongly in his favour; and as his manners and general conduct during the short time he has been among us have been most respectable, and even prepossessing, we may fairly indulge in the general anticipation of her Royal Highness's future private and connubial felicity. It is but too commonly the case with Royal Ladies, to exercise no private choice in the selection of the individual, from whose society the greatest blessings or evils of their existence are likely to flow. But in this instance, it is generally understood, that the Princess has acted upon her own judgment, sanctioned by the assent of those personages whose authority is requisite on such occasions. The happy connexion of a Princess, who appears destined to sit one day on the throne of Great Britain, is a matter of public importance, since the example of the domestic virtues in the highest place, eminently contributes to the conservation of the morals of the community, more especially of those of superior rank and fortune. The Prince Regent has appointed Prince Leopold a Field Marshal in the army.

The telegraphic frames at the top of the Admiralty are to be removed, and the improved semaphore, consisting of a hollow mast, from whence two arms project in various directions, will be erected in their stead. The utility of this invention is to be tried, by way of experiment, in a few days, from London to Sheerness, and the number of stations, it is said, will not exceed nine; several are erected.

The naval establishment at Gibraltar is to be abolished, and Malta will be the depôt for stores, &c. for the fleet that will be stationed in the Mediterranean. The naval hospital and establishments at Antigua are to be abolished.

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* See p. 439 for official account of this ceremony.

The Jamaica Gazettes, of the 1st of April, communicate the first intelligence that has reached this country, of Commodore Brown and the Buenos Ayres Squadron, which sailed several months back from the river Plate. Their destination was the South Sea, where they made several valuable prizes from Spain, on board of one of which the new Governor of Guyaquil was a passenger. Brown then proceeded, on the 17th of February, off Puna, and after forcing the batteries which defend the entrance of the river, left his heavy vessel, and went up for the purpose of bombarding Guyaquil, but his vessel got ashore on the 18th, and he was made a prisoner. It is, however, said, that he was to be exchanged for the Governor.

On the 1st of February, the Dutch flag was hoisted at Eustatius, and the British took their departure from the island. From the great encouragement held out to trade by the new Governor, it was confidently expected that a number of American vessels would be tempted thither with cargoes, for the trade of the British Islands.

We regret to state the loss of the Phœnix frigate, by a hurricane, in the Bay of Chisme, in the Archipelago; but we are happy to find, and it will be a consolation to the friends of those on board, that not a single soul was lost on this unfortunate occasion.

The China Fleet which has reached the river, (thirteen ships) had only a passage of 109 days, which is the shortest ever known. The great events of Waterloo had been heard of in China, and the consequences justly appretiated.

The merchants and ship-owners of Barbadoes, have presented Lieutenant George James Evelyn, R.N. with a piece of plate, value 100 guineas, in testimony of their approbation of his private worth and public attention to the commercial and maritime interests of that Island.

Taranto, March 2.—Two Barbaric córsairs, which were desolating the Gulph of St. Euphemia, and which had captured several vessels, and carried off men and children, have been so closely pursued by the Leopold brig and the Isabella cutter, that they were obliged to abandon several boats laden with their plunder. Inhabitants and seamen, landed in our town, were received amid the shouts of all the people, who lavished upon those victims of European apathy expressions of commiseration and interest.

The Council, after inquiring into the circumstances attending this outrage, ordered the equipment of a frigate, which is to bear the name of the City of Tarento, and which will be specially entrusted with the protection of the commerce and the shores of the Gulph of St. Euphemia. The King has been pleased to approve of this laudable measure.

On the arrival of the Royal George off Gravesend, from India, three singular accidents happened: the boatswain's wife went off in a boat to meet her husband, who, descending from the ship, kissed her, fell back, and expired immediately. About the same time, on shore, the mother of the mate coming to see her son, in getting down from the coach, broke her leg; and in the evening, the armourer of the ship was drowned.

The following is a list of the ships which have been manned, and sailed on the Peace Establishment for three years; viz. for the Mediterranean, East Indies, and St. Helena:—

Mediterranean:—Euphrates, 38, Capt. R. F. Preston; Tagus, 36, Capt. D. Dundas; Ister, 36, Capt. Forrest; Erne, 20, Capt. R. Spencer; Myrmidon, 20, Capt. Gambier; Wasp, 18, Capt. Wolrige; Satellite, 18, Capt. J. Murray.

East Indies:—Magicienne, 36, Rear-Admiral Sir R. King, Capt. Purvis; Orlando, 36, Capt. Clavell; Iphigenia, 36, Capt. A. King; Towey, 20, Capt. H. Stewart; Conway, 20, Capt. Tancock; Challenger, 18, Capt. H. Forbes; Bacchus, 18, Capt. W. Hill.

China:—Alceste, 38, Capt. M. Maxwell; Lyra, 10, Capt. B. Hall.

St. Helena:—Newcastle, 50, Rear-Admiral Malcolm, Capt. Meynell, Phaeton, 38, Capt. Stanfell; Orontes, 36, Capt. N, D. Cochrane; Spey, 20, Capt. Lake; Falmouth, 20, Capt. Festing; Racoon, 18, Capt. Carpenter; Musquito, 13, Capt. G. Brine; Podargus, 14, Capt. J. Wallis; Julia, 14, Capt. Watling; Griffou, 14, Capt. J. A. Murray; Leveret, 10, Capt. Theed.

A steam boat, whose deck is about 100 feet in length, and 31 in breadth, burthen 98 tons register, is now navigated from Glasgow to Belfast.

An official return states the sum expended for the maintenance, &c. of French prisoners during the war.

From 1803 to 1814, at	£6,799,678 13 11
From 1814 to 1815,................	71,995 18 0

It is estimated, that about 5,000 able seamen have emigrated to America since the termination of the war.

Promotions and Appointments.

Admirals, Captains, &c. appointed.

Vice-admiral Pickmore, to be commander-in-chief at Newfoundland.

P. C. Le Geyt, Esq. to be secretary to Admiral Pickmore, commander-in-chief at Newfoundland.

Rear-admiral Sir Graham Moore, and the Marquis of Worcester, are appointed Lords of the Admiralty; the former in the vacancy created by the resignation of Lord Henry Paulet, and the latter in that occasioned by the death of Barrington Paul Blachford, Esq. one of the lay lords.

Rear-admiral David Milne, to be commander-in-chief at Halifax, Nova Scotia, *vice* Admiral Griffiths.

H. Meynell, to the rank of post captain, and to command the Newcastle; T. G. Shortland, to the ships in ordinary at Plymouth. John Allen, to the Doris; R. Campbell, to the Tyne; Captain Edward Chetham, to the Leander; J. M. Murray, to the Griffon; Robert Wauchofe, to the Eurydice.

Honourable George Trefusis is promoted to the rank of commander.

William Everard, to the rank of commander, *pro tempore*, and to act in the Hesper.

Lieutenant John Seffings Parr, to the rank of commander.

Captain Bastard of H.M. Ship Meander, is elected Member in Parliament for Dartmouth, in the room of his brother, E. P. Bastard, Esq. candidate for the county of Devon.

Mr. W. H. Bray, late purser of the Martial, is appointed clerk to the Ordinary at Plymouth.

Mr. Kistoe is appointed clerk of the Survey, at Sheerness.

Mr. Vidal, to be purser of the Hyacinth.

Lieutenants, &c. appointed.

Francis A. Murray, to the Griffon; William Chick, to the Pactolus; William James Mingay, to the Eridanus; Henry Charles Pemberton, to the Minden; Charles Foot, to do; Alexander Ellice, to do.; Henry Maigny, to the Spencer; John Robertson, to the Alert; John Scott, to the Florida; W. R. Hughes, to the Ganymede; Edward Le Mesurier, to the Florida; Joddrell Leigh, to the Spey; George C. Blake, to the Vengeur; Peter Salmond, to the Newcastle; Henry Ogilvie, to do; W. E. Wright, to do.; Henry M. Leake, to the Amphion; W. Baker, to the Pique; William Kelly, to the Rosario; Edward A. Frankland, to the Amphion; John Cornwall, to do.; Edward Yowell, to the Opossum; Edward Seymour, from the Comus to the Glasgow; Henry Ogilvie, W. E. Wright, to the Newcastle; B. Bonifant, to be flag-lieutenant to Vice-admiral Pickmore; James Skene, to the Hydra; Robert Tate, to the Euphrates.

Masters appointed.

J. Jordan, to the Pike; W. Wilson, to the Euridice; R. Lynch, to the Eridanus.

Midshipmen passed for Lieutenants.

Sheerness.—None.

Portsmouth.—W. Clarke, C. G. Grubb, J. S. Tollervey, S. H. Wolley, W. Friend, W. Green, J. Gibson, A. S. Bissett, Richard Weatherby.

Plymouth.—None.

Surgeons appointed.

John Patterson, to the Melville; Alexander Collie, to the Melville, for promotion; Thomas Dunn, to do. for promotion; T. C. Roylance, to the Eurydice; John Weir, to the Melville, for promotion; William Burn, to the Hydra; Maurice Roberts, to the Pike; Henry Smith, to the Mutine; Alexander Laughlin, to the Hesper; G. S. Rutherford, to the Cherokee; Thomas Stewart (2), to the Scamander; William Williamson, to the Ramilies.

MARRIAGES.

FROM THE LONDON GAZETTE OF SATURDAY, MAY, 4.

Carlton House, Thursday, May 2.

This evening at nine o'clock the solemnity of the marriage of her Royal Highness the Princess Charlotte Augusta, daughter of his Royal Highness George Augustus Frederick Prince of Wales, Regent of the United Kingdom of Great Britain and Ireland, with his Serene Highness Leopold George Frederick, Duke of Saxe, Margrave of Meissen, Landgrave of Thuringuen, Prince of Cobourg of Saalfeld, was performed in the Great Crimson Room at Carlton House by his Grace the Archbishop of Canterbury, in the presence of her Majesty the Queen, his Royal Highness the

Prince Pegent, their Royal Highnesses the Dukes of York, Clarence, and Kent, their Royal Highnesses the Princesses Augusta, Sophia, Elizabeth, and Mary, her Royal Highness the Duchess of York, her Highness the Princess Sophia of Gloucester, their Serene Highnesses the Duke and Mademoiselle D'Orleans, the Duke of Bourbon, the Great Officers of State, the Ambassadors and Ministers from Foreign States, the Officers of the Household of her Majesty the Queen, of his Royal Highness the Prince Regent, and of the younger branches of the Royal Family, assisting at the ceremony.

At the conclusion of the marriage service, the registry of the marriage was attested with the usual formalities, after which her Majesty the Queen, his Royal Highness the Prince Regent, the Bride and Bridegoom, with the rest of the Royal Family, retired to the Royal Closet.

The Bride and Bridegoom soon after left Carlton House for Oatlands, the seat of his Royal Highness the Duke of York.

Her Majesty the Queen, his Royal Highness the Prince Regent and the rest of the Royal Family, passed into the Great Council Chamber, where the Great Officers, Nobility, Foreign Ministers, and other persons of distinction present, paid their compliments on the occasion.

Immediately after the conclusion of the marriage, the Park and Tower guns were fired, and the evening concluded with other public demonstrations of joy throughout the metropolis.

On 17th April, at Amhendening, Capt. James Coutts Crawford, R.N. to Miss Jane Inglis, eldest daughter of the late Admiral John Inglis, of the same place.

On the 10th May, was married, Captain the Hon. T. B. Capel, R.N. (youngest brother of the Earl of Essex), to Catherine, only daughter of F. G. Smith, Esq. of Upper Brook-street, London.

On 13th May last, was married, Captain J. Chambers White, of the Royal Navy, to Charlotte Dalrymple, daughter of General Sir Hew Dalrymple, Baronet.

Lately, at Adisham, Captain George Hilton, R.N. to Elizabeth, eldest daughter of H. M. Harvey, Esq. of Horndean, Kent.

Lately, Capt. T. G. Muston, R.N. of Duddington Hall, to Susanna Eliza, daughter of Nathaniel Godbold, Esq. of London.

DEATHS.

On the 8th April, at Kilchoman, in Isla, Captain William Ferri, R.N. aged 35 years, who was advanced to the rank of a commander, 18th January, 1809.

On the 16th April, at Plymouth, John Crawford Barclay Jackson, R.N. only son of John Jackson, Esq. Master Attendant of Plymouth-yard. Mr. Jackson's commission as lieutenant was dated 7th March, 1808.

On the 10th May, at Portsea, Lieutenant William Parr, R.N. Commission dated 8th May, 1812.

Lately, at Newcastle, aged 76 years, General John Dickson, brother of the late Admiral William Dickson, and Sir Archibald Dickson.

Lately died, at Barbadoes, the Rev. John Baron, chaplain of his Majesty's ship Antelope, flag ship at the Leeward Islands.

Lately, Capt. Joseph Turner. This officer was first lieutenant of the Juno frigate, when she made her extraordinary escape from Toulon Harbour, in the beginning of the French Revolution.

ADDENDA

TO THE

BIOGRAPHICAL MEMOIR

OF

JOHN WESLEY WRIGHT, Esq.

CAPTAIN IN THE ROYAL NAVY.

"Gwr yn erhyn y byd."

ALTHOUGH we term what we have now to lay before our readers, ADDENDA, a term which, in most instances of its adoption, implies matter of minor interest, it is in fact an augmentation of our former Memoir, of essential relative importance; inasmuch as the whole is original, and the information therein contained is that of persons whose situation and connection with Captain Wright, must have enabled them to deliver the truth, if, unbiassed by any existing personal interest of shame or fear (which is all we can presume), they have not been induced to falsify facts in their relation.

The catastrophe of our former narrative was sufficiently final, but not equally demonstrative. It is owing to the recent exertions of Sir Sidney Smith, that additional evidence has been procured, which although it does not yet leave the fact of his murder positively incontrovertible by those whom nothing but direct evidence, or the personal confession of the assassins, can satisfy, it does not leave a doubt on our minds. The evidence is in some particulars contradictory, but the contradiction is on one side so evidently absurd, that in our opinion it rather tends to confirm than to confute the opposing testimony.

The active benevolence and humanity of Sir Sidney Smith (principles essential to the perfection of true heroism, and which have completed that gallant knight's title to chivalric distinction), while engaged in projecting the suppression of Barbaric Tyranny, and the final redemption of Christian captives from slavery and torture,* prompted the equally honorable, though less conspicuous, design of ascertaining, by a diligent inquisition, the circumstances relative to the death of his late pupil, fellow-prisoner, and friend. Accordingly, previous to his leaving London for Vienna in 1814, he wrote to Madame B*******, the widow of the gaoler *(Concierge)*, who was keeper of the Tower when he and Captain Wright escaped in 1798, requesting of her such information as she could give or procure of his unfortunate friend's fate.

When Sir Sidney entered Paris with the Allies last July, Madame B******* came to him, and told him, that she had written an answer, in consequence of his request: it had, however, never been received by Sir Sidney, and she recapitulated her information in a letter, which letter will form one portion of the recently collected evidence.

In the prosecution of this very laudable design, Sir Sidney has been sedulously employed at Paris. The French government have likewise, at his request, very honorably afforded him every becoming facility. The offices and officers of the police have been rendered immediately accessible to his search and inquiry, which, judiciously directed, has produced the recovery of all the captain's papers, and such evidence of his assassination, as seems to have left no doubt on the mind of Sir Sidney—(we repeat it)—no doubt on ours; and we presume it must carry equal conviction to every mind not impenetrably callous to circumstantial evidence, which in most cases of murder is all that can possibly be obtained, but by the voluntary confession of the parties concerned.

The regal government of France, as we have already observed, has aided Sir Sidney in his inquiry, and has given up, on the claim of that officer, every thing connected with the name of, his late friend; *viz.* 1st. Copies and translations taken by the police of all his correspondence, as it passed through the hands of office. 2dly. Documents and other papers taken violently from his person and room, at a domiciliary visit in the prison. 3dly. Every scrap of paper found in the apartment after his death, so very minute and miscellaneous, as to justify the integrality of this collection, all regularly numbered by the proper officer, and stitched together at the corner, affording a curious specimen of the accuracy of French administration, compared with the careless, slovenly way, in which such matters are, or would probably be, transacted here. "They manage these things better in France," as **Sterne** says. These papers are in two sets : *viz.*

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* *Vide* 𝔓. ℭ. Index to the present Volume. STATE PAPERS.

Marked G. and numbered "1" to	208
Under one numerical entry, "3866"	15
Total pieces	223

of every size, from a folio sheet, to fragments two inches long by half-inch broad; a reading mark, a servant's accompt, or even the title of a book.

Among them is the following memorandum of his service on board the Cynthia :—*

> "Cynthia.
>
> "Sailed from Gibraltar 31 January 1803.
> Met Donegall, Cape St. Vincent, 1 February.
> Arrived at Portsmouth 18 February.
> Released from quarantine 20th.
> Sailed from Portsmouth 24th.
> Arrived at Chatham 3d March."
>
> [135 G.]†

In return for our endeavors to do justice to the memory of his friend, Sir Sidney has permitted us to be favored with the exclusive communication of this result of his researches and inquiry respecting him, previous to the delivery of them to his family ; and it is our intention to transfer this communication to our readers, as far as it may be considered as containing matter of public interest.

The greater part of the mass of papers above numerically stated, appears in its contents to have been the mere ways and means of speeding the lingering hours of captivity; but it also contains a proof, that however indifferent to the menaces of death with which that captivity was embittered by his enemies, he was sensibly alive to the preservation of his honor in the eyes of his countrymen, and assiduously desirous of leaving a fair fame behind him; a desire so natural to true magnanimity, that inferring the principle from the existence of its concomitant, we are warranted in construing his conduct by correspondent motives, and in allowing the claims he was so anxious to justify.—We here allude to a written justification of his conduct in the Vincejo, previous to her capture, as connected with a narrative of his subsequent treatment by the government of France. From which it may be inferred that he had been accused of pusillanimity! an accusation which would imply that the same man could exhibit the character of a coward possessed of power, and a hero, destitute, and in the power of a rancorous enemy —a manifest contradiction to all ordinary experience of human conduct; for be it observed, that the firm behaviour of Captain Wright was not the momentary daring of final desperation, but a consistent display of fortitude under various instances of trial. In fact, it was all but the *last* resort of a mean, inglorious tyranny—it was to blast the hard-earned reputation of an unfortunate captive, previous to his sacrifice as the victim of malice, that the *Moniteur* threw out its unjust and inconsistent aspersions; and it was to obviate its possible effects, that Captain Wright drew up the justificatory narrative or memorial, which we shall now lay before our readers; it is valuable, as being a copy of the original relation in the captain's own hand-writing, and apparently—his farewell to the world.*

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* *Vide* N.C. vol. xxxiv. p. 374.

† Number and mark of the French police.—N.B. This copy is the exact size, &c. of the original.

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* It consists in the original of a regular narrative, in octavo pages, from 1 to 16; and of an imperfect duplicate, from 2 to 12 pages, as though written from an improved recollection, in some parts more correct in its style and fuller in narration; we have blended the two to the best of our judgment, so as to preserve all that is not mere repetition, or the same in substance less accurately expressed.

Narrative by the late Captain WRIGHT*: containing a Justification of his Conduct in the Vincejo, against certain Calumnies in the Moniteur, &c. and an Account of his Treatment by the French Government, subsequent to his Capture, found among his Papers, in his own hand-writing, recently claimed by Sir* SIDNEY SMITH*, and given up by the present Government of France.*

HAD it ever occurred to me, that blame could in any manner attach to my conduct, under the closest scrutiny of a court composed of my brother officers, famed for the severity of their criticism on all that concerns the honour of the country and the reputation of the navy, and who are at least as good judges as the enemy, of the risks that a brave and enterprising officer ought reasonably to run in performing the King's service; I confess that I should more readily have anticipated a charge of temerity, than a censure of pusillanimity. If with, I may fairly assert, as ill-manned a ship as ever sailed from England, a station was maintained singly, with very little interval, for three months, without a pilot, within the enemy's islands, in the mouths of their rivers, in the presence of an extremely superior force, continually in motion; if his convoys, attended by this force, were as often chased, forced out of their course, and obliged to take shelter in ports they were not destined for; if that very weak and inefficient ship's company was, in that time, by unremitting attention and exertion, brought to such a state of discipline, as gave me sufficient confidence to wait for, and chase into her own port, an enemy's ship, in all respects greatly superior to the brig I commanded; if lying-to a whole day in the enemy's road at the mouth of a river, bidding defiance to two brigs, each of nearly equal force with the Vincejo, a schooner, and 50 sail of armed gun-boats, brigs and luggers, all under weigh, and occasionally laying their heads off the land, but keeping close to their batteries; if after having got ashore in the mouth of a river, within grape-range of the batteries, I had, I may well be permitted to say, the audacity to unrig the Vincejo, get her guns out, and haul her high and dry into an enemy's port in a small island, between Belle-Isle and the main, within four miles of the continent, to examine her keel and repair her damage, making preparations in the mean time to fight a land battle, in case of a very probable attack, protected only by the presence of a frigate for a day or two; if taking and running on shore several of the enemy's vessels under the batteries, in sight of the above force; if unreeving and reeving double, all my running rigging that was susceptible of it, and almost entirely rigging my ship anew, as much to increase my mechanical purchases, to supply the deficiency of hands in working her, as promptly to make sailors of my landmen and boys, with whatever circumstances may be added to this catalogue, from my public account of the action, and the testimony of my immediate captors, be proofs of want of energy, bravery, intelligence, and seamanship, it must be acknowledged, that I ought to take my place among arrant cowards, and incorrigible lubbers.

It is rather essential to observe, that the first account published of the capture, was written by the general commanding at l'Orient; from his letter, the value set upon this capture may be collected, and which manifestly arose from the enterprise and activity of the Vincejo, as he speaks in terms of gratulation of the consequent arrival of a convoy at l'Orient from the Morbihan, which had been blockaded by this single brig; the convoy amounted to 100 sail, with provisions, &c. for the fleet, chiefly that of Brest: this letter describes the action as being very warm for two hours. It is not less worthy of remark, that the *Moniteur*, a few days after, described the action as desperate, and stated my loss at upwards of *thirty* men, chiefly of the flower of my ship's company; and it was not until many months after, that the government, disappointed, that their base treatment produced no other sentiment in me than contempt, that the favorable impression my conduct had made on the public mind, and this improper treatment, began to be spoken of in appropriate terms both in France and in England, where it excited the attention of Parliament, had recourse to the infamous expedient of calumniating my public and private character, to stop the clamor in England, and allay the apprehension here of retaliation.

The aspersion of pusillanimity must appear so absurd to any one acquainted with my standing and services in the navy, that, quite superior as I am to any body's opinion, in a case where I am conscious of the strictest rectitude, I should be inclined not to notice it at all, or at most to treat it as one would any vulgar prejudice that occurs in one's intercourse with the world, and which must be borne, because it would be more ridiculous to controvert, than to appear tacitly to let it pass; but that the charge so obviously arises out of the enemy's systematic attack upon our national character, and the general reputation of the navy and army of England, and ceases therefore to be an object of mere individual concern.

I might here dismiss this charge, trusting, that my known character, my official letter and other details, the testimony of those I fought, that of my own officers and ship's company, the Moniteur's first remarks, which of course bore the impression received from the coast, of the obstinacy of the conflict, contrasted with its subsequent remarks, imagined in Paris some months after to serve political purposes, and my deportment in the difficult and delicate scenes that have occurred since my confinement, would more than answer the aspersion to any impartial mind.

The next in order, are the numerous calumnies contained in the Prefect Julien's letter to the *Grand-Judge*, which is a tissue of falsehood from the beginning to the end; but as it carries contradiction with itself, all I desire is that it may be read, and contrasted with the description I shall give of my interview with him, and the manner in which I claimed his acquaintance. To his assertion, that I am a fanatical enemy to Frenchmen, I have to observe, that, admitting for the moment the fact to be correct, there is nothing either criminal or illegitimate, or unnatural, in an Englishman being at enmity with the enemies of his country, during a war; but I have had too wide an intercourse with the world to be subject to fanaticism of any kind; and my habits of social intimacy with Frenchmen, added to the lenient manner in which it is proved I have treated those enemies, by willingly wresting them from captivity, disease, and despair, in the vile prisons of Constantinople and of Rhodes; saving them from the rage of the Turks in Syria, and affording them prompt succour when languishing upon the field of battle in Egypt, as well as my humane conduct to them this war, must sufficiently invalidate that calumny as far as it was meant to attach.

As to the artifice he imputes to me, it cannot fail to appear to have arisen from my good sense enabling me to see through his treachery, for his conduct deserves no fairer epithet, and which he has clumsily discovered throughout his letter: and my demeanour in the critical circumstances I have since passed through, will perhaps have characterized a manly and energetic character, not very commonly allied to such a disposition.

The very first practical lesson of humanity I recollect to have received, was, when yet a very young boy, serving as midshipman, and in the character of a little aide-de-camp, to the *now* Admiral Sir Roger Curtis,* at the defeat of the floating batteries, commonly called junk-ships, during the memorable siege of Gibraltar the war before last: under this humane and good man, the urbanity of whose manners is very well known, I, in a manner, received my early education, and probably the first stamp of my more mature character. Having, on the occasion above alluded to, boarded one of the enemy's ships, where there had been dreadful slaughter, and which was then on fire in several places, he ordered me to occupy our sailors solely in saving the wounded, and being near him, some time after, I saw him cut one of his own boat's crew, found plundering, severely in the arm, several times with his sword, for not giving immediate succour to the distressed enemy; and he ended this example in midst of the fire, by a most impressive lecture to all his people, in favour of the humane duties of a brave man. This very early impression fixed itself upon my young mind, and the principles then inculcated have since regulated my conduct: they have been strengthened and extended in a later school of the navy, under a commander of most enlightened humanity, whose generous disposition and amiable manners are not less conspicuous than his heroic gallantry.† But it is not necessary to serve in any *particular school* in the British navy, to imbibe principles of generosity and humanity towards a vanquished enemy, for they are uniformly practised, and are even positively prescribed by the naval *articles of war*, which annexes degradation and very severe punishment to the breach of them. All I have thus said may, I trust, counterbalance the vague, though *official*, charge of my being an atrocious man, impudently published in the *Moniteur*.

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* *Vide* N. C. vol. XXXIV. p. 173.

† A memoir and portrait of whom is to be found in N. C. vol. iv. p. 445.

I am not without hope of having succeeded in proving:—

First, that I defended his Majesty's ship in a manner creditable to the British character, and the reputation of the navy, and honourable to my own fame; prolonging the fight until there was no hope of succour, no chance of escape, and no possibility of victory by further resistance, yielding only when the ship was disabled in a perfect calm, the flower of my men killed or wounded, and an enemy ten times as numerous as the little remnant of my people, advancing to board. I surrendered with the concurrence of my officers, after destroying all my signals, and every public and even private paper.

Secondly; That Mr. Prefect Julien's charges are basely false and malicious.

Thirdly; That the *Moniteur*'s abuse is as absurd as it is unfounded, and was malignantly intended to serve a political end: and lastly; that I shall prove, that through the whole of this melancholy scene, I have performed my duty to my king and country, and to individuals, in the widest latitude of the term, and to the very utmost of my power, supporting the character of my country with the energy becoming a British officer, disdaining every personal and private consideration that could have presented itself.

I must remark, that if my ship's company had been the best that could be supposed to exist in a brig of the Vincejo's class, all that could have been hoped for, under the peculiar circumstances she was unfortunately engaged in, would be to protract the moment of surrender for a very short time, and to do the enemy some little further damage. Their damage was comparatively less than the Vincejo's, they do not acknowledge to have had any men killed *or wounded*, although there is a strong presumption of their having in this case, as is their uniform practice, concealed their loss; for several of my people, who were dispersed through the flotilla, reported to me, that they had seen Frenchmen with their heads bound up, and their faces smeared with blood; and it appears to me next to impossible that *all* their men could have escaped unhurt, considering the direction some of my shot had taken fore and aft their crowded vessels, and the vollies of round and grape that had passed through their sails and rigging, leaving undeniable tokens of their passage. You very likely know,* that an English officer has it not in his option to conceal his loss, that he is forced by the *articles of war* to give true returns of it, which are published through the London Gazette; and any one acquainted with the principles of our constitution, will readily see the reason of such instructions: so that the official account of our loss in battle, by sea and land, may always be considered as perfectly true, barring the trifling inaccuracies that are sometimes incidental to hurry, and the dispersion of corps, and ships in service, before the returns can be carefully revised, but which argue nothing against their general correctness.

Two of my men took a boat from Houat, and deserted to the coast of France; another was shot by accident by the armourer's mate, in cleaning the arms, and a few useless men, under a master's mate, had been sent to England in a prize. No person on board, I will affirm, had an idea that we should be able to *fight* and *work* the ship *at the same time*, with so weak a ship's company; for that circumstance had more than once been a subject of conversation and regret between me and my officers; but, by unremitting attention, they were brought to handle her on one occasion, in presence of an enemy I had chased under Belle Isle,† in such a manner as to inspire more confidence. and give me hopes of being able in time to become even actively enterprising with them.

It was a great misfortune, that the *first action* I had in her, happened to be very severe, and *in a calm*, against *rowing gun-boats*. My public and private letters, written previous to my departure from England, will, I doubt not, have been *read again since my capture;* and they will be found but too prophetic. I had not myself been blind to the danger, nor had dissembled it, to those with whom it lay to parry it: the energy of my representations had even excited a menace from Lord Keith; so that I was placed in the dilemma of either resigning my command, at a moment when a zealous officer could least reconcile it to himself, or of proceeding upon a service of uncommon danger and difficulty, with means quite inadequate to the object. I was under the necessity of sending back a lugger, because she sailed extremely ill, and could not be risked alone to run so great a distance along shore, when the enemy's flotilla were every where in motion.

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* It was probably the intention of Captain Wright to address his Narrative (at east in the first instance) to some friend.

† *Vide* 𝔑. 𝔆. vol. xxxiv. p. 441. 485.

The Lively Custom-house cutter I sent a very short chase, almost in sight of a point of rendezvous; so that I remained with the Vincejo, and only one small and almost defenceless cutter, having only one gun and small arms, in the presence of an enemy daily increasing his force, before whom I was *de payer d'audace*, to prevent him from suspecting my weakness, which, however, he learned at length, from the two deserters.

It remains to be explained, to me at least, why the Lively failed me at the appointed rendezvous; but as it is far from my intention to criminate, or attempt to establish my own justification upon the delinquency of others, I am willing to believe that Lieutenant Rowe, an officer to whose zeal and attention upon former services with me, I am ready to bear handsome testimony, had good reasons for the conduct which prevented him from being present to support me with so efficient a vessel, on the day of battle.

I am not unaware that the master of the Lively, Mr. Smith, may be disposed to plead a scarcity of provisions, as a reason for not *being able* to remain at so great a distance from his own port; and to lay stress upon the uneasiness of his people, diverted from the service of the Custom-house, which they were alone engaged for, to be taken in the face of an enemy, in whose presence it would have required the rigour of the *martial law*, which he had not the power of exercising, to command them. But the Vincejo had already supplied him with provisions, and would have continued to afford all necessary supplies, as long as her provisions lasted, or the service might require him to keep that station. If the people had shown any disposition to be refractory, speedy measures could have been easily adopted, while the Lively had remained in company, to bring them to a proper sense of their duty. Had she been in company, it is more than probable that the flotilla would not have attempted to act offensively; or in so doing, would have been repulsed; for her presence must have made a difference of nearly *half the number* that was opposed to the Vincejo; beside the advantage of dividing attention, and the powerful effect of a flanking fire.

It is not my wish to glance blame at the officers who superintended the manning of the Vincejo: that part of her equipment was performed during my absence on the public service, by draughts from different ships at the Nore, and no one can be ignorant of the nature of sudden draughts from ships in a course of equipment, whose officers take such opportunities of getting rid of useless hands, and reluctantly part with any good man. Some persons will possibly cavil at these observations, and oppose to them numerous regulations instituted for the prevention of such abuses: but I speak of the service, not as it stands *upon paper*, but as it is *executed in reality;* and dare appeal to any liberal minded officer, who has followed up the details of equipment, for a confirmation of what has been advanced. The bare inspection of the list of my ship's company, and the comparison of it *with even her reduced establishment*, cannot fail to flash conviction on the mind, that, although destined *immediately to be employed on very particular* and *eminently hazardous service*, she was not manned in a manner adequate to the exigencies of *even ordinary service.* But, had her crew been the *very best* that could be imagined in a brig of her class, I will not be bold enough to affirm that, in the circumstances she fought under, I could have hoped to do more than protract the moment of surrender; and I am persuaded I shall hazard very little in asserting, that with *four* of such very manageable gun-vessels as were opposed to me, I would, *under similar circumstances*, attack *a line-of-battle ship*, with well-grounded hope of completely disabling, if not finally subduing her. Some of my friends and my brother-officers will, no doubt, recollect my having, previous to my departure, expressed such an opinion, and which my late experience has fully confirmed.

Many attempts have been made to bribe and seduce my people from their allegiance to enter into the enemy's service: Mr. Keame, my gunner, a most valuable man, whose herculean form and intrepid countenance made the enemy covet his services, was repeatedly tampered with, and had large pecuniary offers made to him as a reward for becoming a traitor to his country; his conduct under this insult has been represented to me as highly loyal, manly, and energetic; and I am not aware that one of my ship's company has swerved from his duty.

It may perhaps be thought superfluous to have added any thing to the details contained in my official letter,* to prove that the Vincejo was defended to the last extremity, under eminently unfortunate circumstances, against a very superior force. But the impression which our obstinate resistance made upon the minds of our immediate antagonists, will possibly afford the very best testimony that could be desired, and the account written by me will derive a character of truth and impartiality from the corroborating speech, addressed to me publicly and spontaneously by Monsieur le Tourneur, the enemy's commanding officer, upon my presenting my sword to him, on board his ship. This speech was too remarkable at the time, and has since become too valuable a document, for me to feel unsolicitous for its preservation; some of my own officers were present, to whom I immediately repeated it in English, for their satisfaction. It follows nearly *verbatim*—"*Monsieur, vous avez noblement défendu l'honneur de votre nation, et la reputation de votre marine; nous aimons et estimons les braves, et l'on vous traitrera, vous et votre equipage, avec tous les égards possibles.*" The sincerity of the sentiments here expressed, was manifest in all this officer's conduct: after treating me with great respect and attention, he sent me, with my officers, to Auray, accompanied by a *single soldier*, '*purement pour la forme*,' as he declared upon taking leave of me in a very friendly manner. So little was I guarded, or under restraint, on my arrival at that place, that I spontaneously waited upon *Monsieur* Le Grand, *commissaire de marine*, unattended except by a woman as a guide to his house. This gentleman received me with great civility, and mistaking me for the commander of the French flotilla, complimented me upon the capture, conversing with me for some moments under this illusion, until I undeceived him, which did not abate his attentions. I mention this circumstance merely to characterize the honourable treatment I at first received. Of the favourable impression received of me at Auray, and the consequent attentions of the inhabitants, the Mayor's letter † to me offers the best evidence. I must, however, notice a circumstance that happened at this place, as the energetic conduct I was forced to adopt to save an innocent man's life, may in some measure have been the cause of the Prefect of Vannes' ill humour, and have given rise to the falsehood and impertinence contained in his letter to the *grand judge* concerning me. A paragraph will be noticed in my official letter, respecting a pilot, inserted there merely to serve as evidence in the poor man's favour, in case the letter should fall into the enemy's hands: the circumstance is perfectly true as it is related. This man being found on board my brig after the action, was put in irons by the French officers, and intended to be tried, for his life; but, upon my proving his perfect innocence, to the satisfaction of Mr. le Tourneur, through the testimony of the lieutenant, whom I had ordered to bring him by force on board, he was set at liberty: at Auray, however, I was informed by an officer, that the pilot was then under trial before a military commission, and would be immediately shot. There had been a flippancy in this man's conversation, that I had previously found it necessary to check, as he repeatedly declared he was acquainted with me, had seen me on board some vessel, where I had never been, and almost insisted that I was a *Swiss:* but upon this occasion I felt it my duty to proclaim the pilot's innocence, and seriously and formally to place it upon this officer's responsibility to prevent the execution, as he was acquainted with the fact; and finding that he discovered no disposition to interfere, to state the truth to the commission, I declaimed against the injustice of the proceeding, and threatened to pursue, as long as I lived, the authors of so atrocious a crime, and publish their names throughout Europe, coupled with all the circumstances of their infamy. I have reason to believe that my conduct alone saved the man's life, although it is probably the cause of some part of the persecution I have suffered, and which on that account I do not in the least regret.

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* *Vide* N. C. vol. xxx, 353.

† This letter we do not find among the papers in our possession.

Hearing the name of Julien mentioned soon after my arrival at Auray, and, upon inquiry, that he had been in Egypt, I was naturally induced to express to the Mayor and others, my desire to see a person I was acquainted with. On the road to Vannes he became the subject of conversation between me and the officer commanding the escort, to whom I repeated my wish to see the Prefect, and *I was actually presented to him at my own request. He received me politely, as an old acquaintance, invited me to pass the evening with him, as he expected company; and he even carried his pretended civility so far, as to express his wish that I should dine with him the next day, provided I did not proceed upon my journey at an early hour.* The fatigue of the journey, increased by the inflammation of my wound, alone prevented my being of his evening party. On my return to my inn, I found myself closely guarded by a perpetual sentinel in my room, and one at the door of the house; and observed with regret, that the honourable treatment due to a prisoner of war, was suddenly changed for that of a detestable inquisition. I was sent for the next morning, by Mr. Julien, who, in presence of the General commanding the *department*, had the effrontery to tell me, *that for my better accommodation, on account of my wound, he had determined to send me to Paris by the Diligence:* but upon my declaring that it would be painful to me to quit my brave officers and seamen, with whom I preferred bearing the fatigue of the journey, in such a manner as to show that I was not the dupe of his artifice, he no longer dissembled his sinister motives, but told me that it was his intention to afford his government an opportunity to obtain information from me, respecting *conspirators and assassins*, which he said I had landed upon the French coast, and concluded by saying, *those persons would probably wish to claim my acquaintance.* I replied, that as I owed no account of my services to any authority but my own government, I would not answer any questions touching them, or give the least information to my enemy; that the adoption of any measures of rigour towards me would not in the least forward the end he professed to have in view; and I warned him not to depart from the customs of civilized nations, in their treatment of prisoners of war. Far from mingling with the crowd, or shrinking from public notice, to pass unobserved, as he falsely and basely insinuates, I was known to several naval officers at Port Navalo, the place we were first conducted to after capture, and I was every where in evidence at the head of my officers and ship's company, to support, encourage, and comfort them in misfortune, as is the duty and practice of British officers.

As the Prefect Julien's letter before alluded to, has been made an official document, given to the world as a sort of *pièce d' accusation*, to shed a colour of justice over the barbarous treatment I have received, I shall give it at length,* from which, contrasted with the above description of my interview with him, and of the circumstances which led to it, it will plainly appear, that he was insensibly drawing his own portrait, while he pretended to delineate mine; and that he scrupled not, even at the sacrifice of truth and honor, to flatter a known and puerile foible of his master, in attributing to the *tutelary deity*, or *fortune* of Buonaparte, my capture and *rencontre* with him, which is readily accounted for by *natural* causes, without the necessity of recurring to the aid of occult influence, or supernatural agency. The Prefect no doubt imagined that the tide of *his* affairs was at the flood, and seizing the golden moment, he'd swim gaily on to fortune, and no more remain in shallows and in penury.

[To be continued.]

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* We shall here give the reader the first draft of the Captain's introduction to this letter, by which he may form a general idea of the difference between the two through the whole Narrative; which, as we have before observed, is in substance the same, but in the second draft, occasionally amplified in matter, and generally improved in style:—

" As the Prefect Julien's letter to the *Grand Judge* has been made an official document, given to the world as a sort of *pièce d'accusation* against me, to shed a colour of justice over the barbarous treatment I have received, it becomes necessary for me to enter into some detail of this man's conduct to me, in order to show the absolute falsehood of his assertions and insinuations, and to prove that he was insensibly drawing his own portrait, when he pretended to delineate mine. He thought '*the tide of his fortune was at the flood;*' and he scrupled not to seize it, by flattering a known and puerile foible of his master, though at the expense of truth and honour, by attributing my capture and *rencontre* with him to the *fortune of Buonaparté.*"

NAUTICAL ANECDOTES AND SELECTIONS.

ADMIRALTY ESTABLISHMENT.

Navy Office, 22d March, 1816.

RETURN to an Order of the Honourable House of Commons, dated 20th March, 1816;*—for*

An ACCOUNT, shewing the Establishment of the Admiralty on the 31st of December, 1800;*—distinguishing the Salaries of the different Persons employed in Peace and War respectively.*

Description of Appointment.	Amount of Salaries.	
	In War.	In Peace.
Lords Commissioners,* 7 at 1,000*l.* per annum each	7,000	7,000
First Secretary to ditto	4,000	3,000
Second Secretary to ditto	2,000	1,500
Secretary to the First Lord Commissioner................	300	300
Chief Clerk to the Secretaries...............................	950	800
1st Senior Clerk to ditto	600	500
2d Ditto	540	450
3d Ditto	480	400
4th Ditto	480	400
5th Ditto	420	350
6th Ditto	360	300
1st Junior Clerk to the Secretaries	300	250
2d Ditto	240	200
3d Ditto	240	200
4th Ditto	210	175
5th Ditto	210	175
6th Ditto	210	175
7th Ditto	180	150
8th Ditto	180	150
9th Ditto	180	150
10th Ditto	180	150
1st Marine Clerk	360	300
2d Ditto	180	150
Extra Clerks to the Secretaries—2 at 100*l.* per ann. each	200	200
Ditto—4 at 90*l.*..	360	360
Translator of Foreign Papers	100	100
Hydrographer to the Admiralty Office	500	500
Assistant to ditto	100	100
Inspector of Telegraphs.....................................	300	300
Head Messenger	120	120
Assistants to ditto—1 at 60*l.* 1 at 50*l.*	110	110
Extra Messengers—2 at 80*l.* each	80	80
Porter	50	50
Extra ditto	40	40
Necessary Woman	100	100
Watchmen—3 at 25*l.* per annum each	75	75
Cleaner of Books	10	10
Gardener	60	60
Bargemaster	6	6
Total	£22,011	£19,436

E. BOUVERIE. E. STEWART. P. FRASER.

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* The First Lord was also paid 2,000*l.* out of money arising by the sale of old stores.

Navy Office, 22d March, 1816.

***RETURN** to an Order of the Honourable House of Commons, dated the 20th March,* 1816*;—for*

***An ACCOUNT** of the Number of Clerks of the Admiralty, and the Rate of their Salaries, for the Years ending* 1815 *and* 1816*; and also the Number of Persons borne upon the Establishment of the Admiralty who have been removed, or have retired from the Service, since the* 31st *December,* 1814*; specifying the Amount of Compensation granted to each Individual, and the period of their respective Services, on the Grounds on which such Compensation has been granted to them.*

(FIRST.)

Description of Appointment.	ESTABLISHMENTS ON 1st January, 1815. No. of Persons.	1st January, 1815. Rate of Salary.	1st January, 1816. Class	1st January, 1816. No. of Persons.	1st January, 1816. Rate of Salary.
Chief Clerk	1	1150	....	1	1150*l.*
Senior Clerks	1	750	First Class.	2	680 each.
	2	650 each.		1	650
	5	600 each.		2	650 each.
	1	450		1	610
				2	600 each.
Junior Clerks	6	420 each.	Second Class.	1	490
	5	320 each.		2	480 each.
				1	460
				2	450 each.
				1	420
Extra Clerks	5	140 each.	Third Class.	3	230 each.
	3	120 each.		1	220
	3	110 each.		2	210 each.
	3	90 each.		3	200 each.
Keeper of the Records and Librarian	1	550		1	189
[By the last Establishment, this situation is not continued as a separate appointment, but is transferred to the First Class.]				1	170
				1	160
				1	150

(SECOND.)

Compensations in the way of Retirement, to such of the Clerks as have retired, or been removed.

Persons' Names.	Qualities.	Amount of Compensation. £	*s.*	*d.*	Time of Service.	Grounds on which such compensation has been granted.
William Reynolds	Senior Clerks to the Secretaries of the Lords Commissioners of the Admiralty.	500	0	0	26 Years.	Their length of service, and their request to be permitted to retire.
Edward Banes....		562	10	0	35½	
John Fisher......	....	310	0	0	17	On account of their services being no longer necessary
Moses Barnes......	Junior Clerks to do.	240	0	0	11½	
Robert Randall...		230	0	0	11½	
C. Cook Tupper...	....	150	0	0	9	
George Scott	Extra Clerk to do........	76	13	4	8½	
James Klyne	Messenger	75	0	0	16	Impaired health since dead.

E. BOUVERIE. E. STEWART. PERCY FRASER.

HERRING FISHERY.

Herrings cured in the Dutch Mode on board British Vessels.

In the deep sea (which is the principal fishery for herrings) the nets are cast from the busses by sunset, and they drive by them alone, excepting the shoals, the approach of which is generally indicated by small quantities of fish; and their arrival by immense flights of sea-fowl. The best fishing is with the wind off shore; for, when it blows in a contrary direction, the shoals are broken and dispersed, and the fishery is seldom successful, while it continues in that point. Immediately after the nets are hauled in (which is often performed with considerable difficulty, by means of a windlass, when they are full), the crew begin to gyp the fish, that is, to cut out the gill, which is followed by the float or swim, and divide the large jugular or spirit vein with a knife at the same time, endeavouring to waste as little of the blood as possible; at this work the men are so expert, that some will gyp fifty in a minute. Immediately after they are gypped they are put into barrels, commencing with a layer of salt at the bottom, then a tier of fish, each side by side, back downwards, the tail of one touching the head of the other, next a layer of salt, and so alternately until the barrel is filled—they are thus left, and the blood which issues from the fish, by dissolving the salt, forms a pickle infinitely superior to any other that can be made. The herrings thus drained of their blood occupy less space, and the whole consequently sinks about one-third down the barrel; but this sinking is at an end in about three or four days. When these operations are being performed, the sea is often running mountains high; and it is not therefore to be supposed, that the barrels are so well coopered as not sometimes to allow the pickle to leak out; and in order to preserve the fish from being spoiled, which would otherwise happen in such cases, some of the gills and entrails are always put by in barrels with salt, in the same manner as the herrings, and yield a pickle of the same quality; with this pickle those barrels which have leaked are replenished, and the fish sustains no injury. Every operation is performed in the shade, into which the fish are immediately conveyed on their being hauled on board. Each day's fishing is kept separate with the greatest care. The salt melted is mixed, and of three different sorts; *viz.* English, St. Ubes, and Alicant, and each barrel marked with the day of the month on which it was filled. The advantages of gypping the herrings are, that the blood which issues in consequence of the operation from the fish, yields a natural pickle, and improves the flavor; whereas, if left in the fish, it becomes coagulated at the backbone, and forms the first cause of decay. The mixture of blood and salt operated upon by the extreme heat of the weather during the summer fisheries, produce a fermentation which nearly parboils the herrings, and removes the coarse and raw flavor so often complained of. The gypping is likewise often performed on shore, observing the same precautions; the only difference is, that they are seldom in that case of so good a color. Gypped herrings are never of so fine a quality as when kept in their own original pickle; their value consists in their softness and flavor. It is the mode of curing herrings that used to be the pride of the Dutch, and this is the kind which supplied their home consumption, and were so much esteemed by all classes of people in Holland. In order, as far as it is possible, to give a proof of the correctness of the above assertion, I shall state a fact for the information of the Society. During the last year I employed a number of Dutch fishermen, and others, with Englishmen, in gypping and curing herrings; and at one time my agent at Yarmouth was offered 4*l.* per barrel, for all the herrings he had cured there, by a Dutch captain, in order to their being taken to Holland, while ungypped herrings were worth only 36*s.* per barrel.—(*Transactions of the Society of Arts.*)

ROBINSON CRUSOE.

About seven years ago, a short time after Mr. Denon had published his travels into Egypt, he was invited to dine at the Minister, Talleyrand's; who told his lady he had asked a celebrated literary character to dinner; and that, as he would be seated near to her, she should read his travels, so that she might address some appropriate civility to him on the subject. "Send to Chevalier, the librarian," said Talleyrand, "and let him give you Denon's Travels." Madame, according to the custom of ladies, forgot the name, and desired Mr. Chevalier to send the travels of an author whose name ended with *on*. The librarian, not having the remotest idea that Madame T. wished to read *Denon*, sent *Robinson Crusoe!* Madame T. studied very hard at her lesson; the day arrived; the guest came: she said to Mr. Denon, "You must have suffered much in that barbarous country."—"A great deal, Madame."—"As long as your Man Friday was alive, it was, I suppose, more comfortable than after his death. How could you support his loss, *Mr. Robinson Crusoe*?"

SOCIETY OF ARTS.

The Society for the Encouragement of Arts, Manufactures, and Commerce, met on the 31st of May, at Freemasons' Hall, the Duke of Sussex President, when the Rewards adjudged by the Society were presented to the respective Candidates; *viz.*—

In Chemistry.

To Mr. James Ryan, for his method of ventilating coal mines—the gold medal, and one hundred guineas.

To Dr. Clanny, Bishopwearmouth, for his safety lamps, for mines—the silver medal.

In Polite Arts.

To Lieutenant R. Smith, for an original view of the Marina of Palermo—the silver medal.

In Mechanics.

To Rear-admiral Sir Home Popham, for a telegraph, and marine vocabulary—the gold medal.

To the Son of the late Major C. Le Hardy, for a method of effecting communications between stranded vessels and the shore—the gold medal.

To Mr. William Bremnor, for an instrument for conveying ligatures around deeply situated arteries—the gold medal.

To Lieutenant M. Shuldham, R.N. for improved pullies and blocks—the gold Isis medal.

To Lieutenant M. Shuldham, R.N. for improvement in working a capstan—the silver medal.

To Mr. Thomas Pering, for his tables called the Expeditious Navigator—the gold Isis medal.

To Mr. James Allen, for a Theodolite—the gold Isis medal.

To the Rev. James Bremner, for a night telegraph—the silver medal, and fifteen guineas.

To the Rev. James Bremner, for a day telegraph—the silver medal, and ten guineas.

To Mr. William Cubitt, for an instrument for drawing ellipses—the silver medal.

To Mr. Charles West, for a parallel rule—the silver Isis medal.

To Mr. Edmund Turrel, for a drawing board and T square—the silver medal, and five guineas.

To Mr. Thomas Allason, for a graphic instrument—the silver Isis medal.

To Mr. James Braby, for a fire escape—the silver medal.

To Mr. Thomas Perry, for his aneuchronermerist, or instantaneous calculator—the silver medal.

To Mr. Jonathan Dickson, for his method of propelling steam-boats—the silver medal.

To Mr. T. Barber, for an anglograph—the silver Isis medal.

In Colonies and Trade.

To Lieutenant-colonel Bouchette, for an extensive map of Canada—the gold medal.

NAVAL OFFICERS.

A LIST of the flag-officers, captains, commanders, and lieutenants, in the royal navy, with the dates of their respective commissions, has been printed, by order of the Admiralty, for distribution to the officers of his Majesty's fleet. The number of officers of each class stood, on the 1st of January, as follows:—

Admiral of the Fleet		Rear admirals of the Blue	23
Admirals of the Red	24	Superannuated Rear-admirals .	32
Admirals of the White	22	Superannuated and retired Captains	36
Admirals of the Blue	21	Captains	851
Vice-admirals of the Red	27	Commanders	812
Vice-admirals of the White ..	20	Superannuated Lieutenants, with the rank of Commanders ..	80
Vice admirals of the Blue	21	Lieutenants*	4014
Rear-admirals of the Red	26		
Rear-admirals of the White ..	26		

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* Asterisks are prefixed to the names of 205 lieutenants, who are stated in a note to be "unable to serve at sea."

The four admirals of the red first in seniority are, Sir Chaloner Ogle, Knt. a captain 30th June, 1756; Viscount Hood, a captain 22d July, 1756 (since dead); Earl St. Vincent, a captain 13th October, 1760; and Samuel Cornish, Esq. a captain 24th August, 1761 (since dead). The youngest rear-admirals are captains of 1795—the oldest commander is J. Ellis, who takes rank from the 19th of November, 1778—the four oldest lieutenants are G. Spearing, whose commission is dated the 8th of September, 1757; C. Besson, the 27th of October, 1758; J. Yetts, the 19th of January, 1761; and J. Burrows, the 24th of May, 1762.

On the point of seniority there is the subjoined N.B. which may be useful to those whom it may concern, and who may not have had an opportunity of seeing the list, whence this extract is made:—

"For the more readily distinguishing the seniority of the number of lieutenants, who appear on former lists to have rank 22d November, and avoiding the inconvenience which might otherwise arise when employed together on service, it is deemed expedient that fifteen, the eldest of those lieutenants, shall take rank the 13th of November, and the like number in each succeeding day, up to the 22d, in the order in which they stood in former lists."

CORRESPONDENCE.

Conflagration and Panic on board H. M. S. Inconstant.

MR. EDITOR,

AMIDST the dangers incidental to the naval service, there are none so trying to the feelings as those incurred by fire; the bravest and most intrepid of our mariners are appalled by the terrific appearance it assumes. Great minds, actuated by a sense of honor, the gift of nature, and inculcated by education, are alone capable of surmounting them; but when the terrors of conflagration are increased by its near vicinity to the powder-room, when it is preceded by a partial explosion, it requires all the spirit, feeling, and energy of chivalrous gallantry to avoid shrinking from its fury. A Nelson, dying in the arms of victory, yielding his life without a sigh, to the glory of his country, exulting even in that death which ensured its success, was a scene worthy the pencil of West, and the tears of posterity; but a Douglas, voluntarily perishing in the flames of a ship, because he had no orders to retreat, excites the warmest emotions of the mind, and may be compared with the most transcendant actions of antiquity.

The recent event on board the frigate Inconstant, commanded by Sir Edward Tucker, K. C. B. at Rio de Janeiro, which excited so strongly the notice of Admiral Dixon's squadron, afforded a scene highly demonstrative of our argument; exhibiting the gallantry of her captain and officers in a degree almost unprecedented, and exemplifying the violent effects of unusual terror on the minds of her uneducated crew, who had on many previous occasions evinced the utmost resolution, under the auspices of her commander, and Sir Edward Owen, who preceded him.

The ship had just returned from a cruise, in which Sir Edward had, after a most arduous chase of several days, driven from the station the American privateers Grand Turk and Warrior, rescuing from capture the dispersed convoy of Admiral Burlton, who would otherwise have been taken. A long, severe, and arduous service in the East, with the unhealthy air of the Rio Plata, had at this time operated so powerfully upon his constitution, that he was confined to his bed with a fever and ague, from which his warmest friends had faint hopes of his recovery.

At eight in the morning of the 27th April, 1815, one of the gunner's crew being employed in the magazine passage, a spark of fire from his *lunthorn* fell in a cartridge box, which immediately exploded, lacerating his countenance in the most shocking manner, the flame ascending to the lower deck, by the store-room scuttle; a fore-top man, named Richard Buckly, dashed the contents of his kettle upon it. The officers and ship's company were at breakfast; the alarm commenced forward; the ship's company flew to the hatchway ladders, which were instantly choaked by the numbers that endeavoured to struggle up; numbers then forced their way aft, overturning the sentry at the gun-room door, who nobly resisted them, leaping on the officers' table, and securing their retreat through the skylight and stern ports; those passages also becoming impassable, three men, overpowered by their fears, endeavoured to escape through the *cabin scuttles*, a space not six *inches* by *three*, where a cat could not possibly pass In a moment near all the ship's company were in the water; those who could not swim, hanging to the chains and cables. The noise of the explosion had been so completely overcome by that of the flying crew, that for a few seconds the officers could not account for this uncommon scene to which they had opposed an unavailing resistance; the tolling of the fire-bell by one of the ship's boys, and the smoke that rushed up the hatchways, convinced them of the alarming truth; the senior lieutenant, Meggison, accompanied by Lieutenants Edwards and Vaughan, of the marines, ascended to their quarters on the quarter-deck, and endeavoured to restore order. Signals of distress were made to the squadron, whose boats immediately surrounded us; the Achille, the nearest ship, preparing to slip. Lieutenants Hewett and Somerville repaired to the main-deck, where not meeting with any of the ship's company, the latter, accompanied by Mr. Yago, master's mate, Mr. Keplin, boatswain, two of the gunner's crew, and Buckly, before mentioned, descended to the magazine, and extinguished the burning cartridge papers with their feet; the smoke having penetrated every part of the ship, fears were entertained that the store-rooms were on fire. Lieutenants Meggisson and Hewett, whose conduct was most conspicuous, having compelled some of the men from the chains to assist, water was procured, and every remnant of flame extinguished. Sir Edward Tucker, on the first alarm, rose from his bed, and in vain essayed to restore order; he proceeded to the fore hatchway, where his officers could not avoid admiring the heroism and coolness with which, under the depression of illness, he delivered his orders, and dashed the water down the hatchways. Mr. Lancelot Armstrong, surgeon (who escaped the explosion of H. M. S. Ajax), attended on the lower deck, evincing that calmness and conduct arising from habit and reflection.

The boats of the fleet, particularly those of the Achille, had succeeded in rescuing from the water those unfortunate wretches whom extreme terror had plunged into it. The few seamen and marines, whose fidelity to their duty was justly appreciated, were placed as sentrys over the gangways, &c. An account was taken of them and the delinquents, and transmitted to the commander in-chief, who immediately issued a general order, almost unexampled in the elegance of its language and dignified sentiment, returning thanks to Sir Edward Tucker, and his officers, for their distinguished conduct, marking the most prominent of the offenders with the severest reprehensions. In consequence of the continued debility of Sir Edward, this order was read on board the Inconstant by Lieutenant Meggisson, who preceeded it by a highly impressive speech; this scene was truly affecting, many of the best seamen evincing the most lively regret for a conduct so extraordinary. With whatever sentiments of admiration the conduct of the officers impress us, that of the ship's company cannot be justly said to arise from cowardice: nature, driven to the utmost limits of despair, passes the bounds of common action; it is only those who have triumphed in such an ordeal, that have a right to condemn. An officer once flattering the great Earl of Peterborough on the romantic heroism which distinguished him, received the following just and noble answer: "Shew me a danger from which I cannot extricate myself, and I shall evince terror as strong as the meanest among you." Frederic the Second, of Prussia, ran away in his first battle; and a great General of our day deserted his post in a moment of unequal calamity.

Gulielmus Hibernus.

* * *

MR. EDITOR, 10*th May*, 1816.

YOUR correspondent, J. C. appears *surprised* that I should still maintain the contest with him, after he had so repeatedly *hailed*, to know if I had struck my colours: what we wish to happen, we are always ready to believe has taken place.

> "I heard last week, friend Edward, thou wast dead,
> I'm very glad *to hear it*, too—cries Ned."

He has thought proper to renew the action, and given me another broadside; be it so; he will find the Albion bearing down *to join him*, under all sail, with colours flying, guns *doubly* shotted, matches lighted, officers and men at their quarters, and the band playing, not *Yankee Doodle*, but Britannia rules the waves, and God save the King. He has now done me the favor to comply with my request; and has (business like) preferred seven (no less) charges against *poor bewildered Albion;* they unfortunately relate to points on which we have been at issue for six months past, and the track is so completely beaten, that little novelty or amusement is, I fear, to be expected. I shall therefore proceed, in as few words as possible (for J. C. although he finds it convenient to make his own letters *lengthy*, does not relish them from others), to reply to them separately, making occasionally some observations on my opponent's conduct throughout this paper war, which is every day becoming more insipid to the public, and less worthy of a place in your pages.

To his first charge, he acquaints us I have already pleaded guilty, and acknowledged my error. Why, then, does he bring it forward again? I beg leave now to make the following observations on it:

I admit, that after the failure at New Orleans, I said in one of my letters, "thus has ended in defeat *all* our attempts," &c. As I had just before noticed, in terms of approbation, our success at Washington and Alexandria, it is evident my meaning could only be, that all our attempts to make *any sensible* or *lasting impression* on the American coast, had failed. J. C. noticed the passage, and I readily agreed (and do so still) to substitute *many* for *all*; re-stating it at the same time as my firm opinion, that we did not in the late American war make any serious or important impression on the shores of that country; and that it was in general injudiciously managed, and too often unfortunate on the part of England. J. C. in renewing this charge, compels me, *reluctantly*, to make this re-statement. To the second charge, of writing in the style of Buonaparte's bulletins, I shall plead guilty, *when he proves* to me, that we gained any battles of *Leipsic*, or any decisive victories in America. My pen may have been guided by feelings of extreme mortification and regret; these were too generally felt to make it at all a doubtful matter whether the war was glorious, or the contrary, to our country. The third charge relates to Sir E. Pakenham's ill-fated army, and my inability to prove my assertion, that it was *brave, but disjointed;* or that he might not have retreated without disgrace. U. P. has already mentioned, that the attacking force was drawn from various and distant quarters; it unfortunately did not arrive at the point of attack at the same time; the admiral had reached New Orleans so early as the 8th of December, with *part* of the troops, but the other divisions did not arrive, with Sir Edward, until much later, and some only two days before the attack, which was made on the 8th January; the enemy had therefore time to be *fully prepared*; had the expedition arrived altogether, it is obvious the attempt must have been made sooner, and with far greater probability of success; for part of our force was in sight of the line at New Orleans *for nearly a month*, and every day added new strength to the enemy; it was, therefore, in my opinion, *a disjointed army*; its bravery and self devotion I have never heard called in question; the *misconduct* of the commanding officer of the 44th was a rare, and solitary instance, and affects not that brave army *as a whole*. It is perfectly known, that Sir A. Cochrane had the supreme command on the coast of America, of troops embarked, as well as ships employed; and there is no doubt whatever, that the expedition to New Orleans was *his.* Sir Edward arrived there barely in time to command the troops at the attack, which unfortunately he did not survive. The fourth charge relates to the same affair; *viz.* that I can never produce *evidence* of the lamented General's *thoughts*: this charge has arisen, I presume, out of my defender U. P.'s observations, as to the *probability* of Sir Edward's having bore in mind the cases of Sir George Prevost's retreat from Plattsburg, and others; for *his* arguments *I*, of course, am not accountable; but I shall not entrench myself behind that writer, or any other friend, but proceed to observe, that in so far as the testimony of respectable officers who served in that expedition will bear on this question, and prove *Sir Edward's situation,* it is very certain that I have their authority (I regret I have it not to give their names) for making the assertion, that in *their* opinion, the General had no alternative, but to make the attempt, or a *disgraceful* retreat. I am willing to allow, that retreat of itself is not always disgraceful, but that from Plattsburgh was *unquestionably* of that description;* and part of the very force which Sir Edward commanded, had retreated from Baltimore, a short time only before; I admit, leisurely and unmolested: *but situated as he was at New Orleans,* as *he acted a subordinate part* to the admiral, there was only *one* course to be pursued. Our army failed, it is true; but although we lost many brave officers and men, we sustained defeat *only,* not disgrace; and the nation has voted a monument to the gallant general. The fifth charge is, that I have contradicted myself, and I think it does very little credit to J. C.'s ingenuity: the circumstances of the case are, I believe, as follows:—From the nature of his attacks, I had concluded, that J. C. meant to defend ministers and their measures, and to hide our losses. and stated *this* to be *my conviction*: he disclaims any such intention, however, nor does *he seek to conceal our losses*;—he says, by and by, I find occasion *to quote this disclaiming paragraph* of his, and he immediately seizes fast hold of it, and tells me, *I have contradicted myself*; he is, in truth, a slippery gentleman, not easily laid hold of; but he has at last put himself in a tangible shape, and I thank him.

His sixth charge is, that the Americans captured none of our men of war (as I had asserted) in the English or Irish Channel. Now, Sir, the Avon was certainly destroyed off old Kinsale Head, and the Reindeer in the Chops of the Channel; the one was a cruiser on the Irish, the other on the Channel station; and as my intention was, in stating the circumstances, to notice the success and daring enterprise of the Americans, it is not very material whether they were taken *in* the Channel, or in the Chops of the Channel, the fact of the American's audacity is not altered thereby; for it is notorious, they cruised frequently within sight of our shores, and even made captures. The seventh and last charge is equally illiberal and unjust as the first; in preferring *it,* he forgets that he had so lately acknowledged his mistake in calling me an American in disguise, and had apologized for doing so: here, I am *again* accused of *a penchant* for that country and people, and the proof he brings forward is, that I have mentioned the Chesapeake and Argus as having *nobly sought the combat.* Now, Mr. Editor, I acknowledge very readily having so expressed myself; the passage will be found in Vol. XXXI. page 119 of this work ; I request you will turn it up, and you will then be able *to judge correctly* of my opponent's *candour* and *fairness*; to do this, we must take the expression, with a little of the preceding matter along with it,—"The activity and enterprise of the American navy (which might, I think, have been foreseen) has been no less conspicuous than their good fortune, in so often eluding our cruising squadrons; with the exception of the Chesapeake and Argus, which nobly sought the combat, we have had little or no success against them." J. C. proceeds to ask, what occasion there was thus to compliment them, in incidentally mentioning their capture? I will tell him ; it was because, if these ships had not been as willing to fight as our own ; if they had not sought the combat, as well as ourselves, we should not have had the glory of taking them. We never made any attempt on Boston harbour, it had soon been too strongly fortified, and had she not come out, Sir P. Broke would have been deprived of his envied prize ; for this complimentary language, then, I have Sir *P.'s own official letter* as my warrant ; he expressly stated therein, that the Chesapeake came down to him in a very handsome manner, and made a gallant and desperate resistance, although a disorderly one : here, Mr. Editor, it will be allowed, I presume, that I have not copied either from Mr. Maddison's addresses, or Buonaparté's bulletins, but from the despatch of our own gallant and liberal-minded Broke, whom I reckon at least an equal judge of the enemy's merit with J. C. who indeed allows them *none on any occasion.* The Argus, which sailed very fast, had been burning and destroying our trade in St. George's Channel, where the Pelican was sent to look for her ; she soon found her, and the Argus did not run away, but lay-to ; Captain Maples says, "she having shortened sail, and made every preparation for an obstinate defence." I therefore meant to say (in using this expression of *nobly sought*), that so much had fortune befriended the Americans, that we had not fallen in with them, on equal terms, except in these two instances, wherein *they did not* decline the contest, as I believe they did in others, when they chose to be off. J. C. says, the expression would have been more applicable to our own ships, the Shannon and Pelican (whose exploits could not certainly be surpassed*), and that *if an Englishman*, I ought, instead of talking of the *dashing* spirit of the enemy, to have pointed out the most prominent features of these two unparalleled and brilliant actions ; fortunately I am able to prove to J. C. that I have done in this instance as he wished me, and nearly *in the very language* he has now used. Let him only refer to Vol. XXX page 199, of this Chronicle, and he may read from Albion's pen *the very compliment* he thinks I should have paid to our own officers, *if an Englishman.*—"I have now most sincere pleasure in congratulating you on the late *brilliant*, and certainly *unprecedented, action*, of the Shannon and Chesapeake ; where

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* The disgrace he incurred on that occasion broke Sir G. Prevost's heart, for he had a gallant spirit, and had often proved it.

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* Not even by the Endymion.

British valor, skill, and discipline (which never shone more conspicuous), in the course of a few minutes, wrested the palm of victory from a brave, but too highly-elated enemy." Surely, after this, J. C. will no longer deny me the proud appellation of *an Englishman*; I am entitled to it by his own verdict; and should suppose I was entitled also to tell him, that in this instance his own words condemn *him*, while they exculpate *me* from his charge.

Mark, however, his continued injustice and unfair dealing; he goes on to say:—"perhaps I will be told by Albion, that he has *in some former letter* given them *their share* of praise; *that*, however, he gives with *one* hand, and takes away with the *other*;" (evidently meaning, as appears from what follows) that if praise is given *on any occasion to the enemy*, it is *detracting* so much from the exploits of our own officers; this is a gross and wilful misrepresentation, and never can be allowed to pass. I protest against such doctrine. I may have lamented the good fortune of the Americans, and our own want of success,* but I have *never* deprived our brave defenders of their well-earned praise; had I been guilty of such conduct, I should have been as unworthy of my name, in my own eyes, as J. C. labours hard to make me appear, in those of the public. I trust he has failed in his endeavours in this respect, and that my admiration of the valour of my countrymen, is equally manifest as that of my opponent, J. C. although copying the example of the gallant conquerors of the Americans, I have not withheld, even from the enemy, what they appeared to merit of praise, either for their activity or valour. When *they* conquered, it was by superior, greatly superior, force; and I cannot agree with J. C. that praise belonged more to them, on *these* occasions, than when beaten on equal terms.

Thus, Mr. Editor, have I answered (and I hope satisfactorily to yourself and readers), the charges preferred against me by my opponent, who by at length reducing them to separate articles, has made it far more easy for me to keep to the points in dispute, and not to wander from them, as we have both perhaps been occasionally doing in former letters. He accuses me of asperity of language towards him in my last; but I am not conscious of exceeding *himself* in this respect; *if the cap I made fits him he is welcome to wear it.*

> "The truth I speak, may lack some gentleness
> And time to speak it in; I *rub the sore*
> Perhaps, when I should find the plaister."

J. C. may chance to find out, by and by, that I have some few figures of speech of my own, and do not always require *to borrow of him*; it was no doubt rather provoking in me, to lead off *his* bear (for he is the bear's papa, it has no other, I can assure him), and dress it up *so oddly*, that he scarcely recognised his *own* again, making it play such fantastic tricks withal, as to astonish J. C. excessively; the worst part of the story was, its hitting its master (uncivil animal) a slap in the face, instead of somebody else—

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* And supineness in the contest.

myself perhaps. This story of the bear was certainly *an excellent joke*; J. C. is, indeed, at times, *a very droll fellow*—

> "A merrier man
> Within the limits of becoming mirth,
> I never spent an hour's talk withal."

He does not, however (as he has hinted), like *too much* to be said about this *his favorite child*, and I almost am afraid of raising his *temperature two or three degrees*, by having my jokes as well as him: I fear I scarce dare venture farther at present—

> "*Great men* may, indeed, jest with Saints, 'tis wit in them,
> But in the *less*, foul profanation.
> That, in the *Captain's*, but a choloric word,
> Which, in the soldier, is flat blasphemy."

Before I conclude this letter, already too long, I must, in justice to myself (after the severe censure passed on my opinions and writings by J. C.), beg leave to lay before your readers, Mr. Editor, the sentiments of some of your Correspondents, as also your own; I shall quote their *very words*, to shew that *their expressions*, as well *as opinions*, on the subject of our reverses, and want of success in the late American contest, coincide entirely with my own, and that they are the opinions generally prevalent throughout the country: a very few extracts from your Chronicle will establish all I want to prove on this head. Æolus writes as follows, Vol. XXIX. page 478:—"I would fain hope, that the late parliamentary discussions, and the mixed feelings of regret and censure, throughout the kingdom, on the conduct of the American war, will operate as oil to the wheels of the state machine, by giving additional vigour to its future motions." Oceanus, Vol. XXIX. page 13, says, "The loss of our ships is a *national*, not an *individual* loss; it is not the brave officer, who fights to the last, but those *at the helm*, who will be reflected on, whilst the national character suffers, or is thought to suffer." Captain Tremlett, R.N. same vol. page 465, says, "The success of the Americans over our navy, that has so long and often triumphed, in every part of the world, is doubtless a subject of great regret to every Englishman, but more particularly to us naval officers, who feel it so poignantly, that we are stung to the very soul."

In your monthly retrospect, Mr. Editor, Vol. XXIX. page 497, you write as follows:—"From America, no very particular intelligence has reached us during the present month; we were in hopes, ere this, to have announced the capture or destruction of the whole American navy; and as our force on that station is *now* amply sufficient, we trust, before another month elapses, to lay before our readers what we consider ought to have happened long ago." In another retrospect, you say, reflecting on our losses, "These are *not gratifying* reflections, but we ought not to shrink from them; we are still far behind with them in captures of merchantmen, as well as ships of war, from the petty, hesitating, system of warfare adopted in the outset. The Americans ought to be made to feel the whole weight of the British trident, properly wielded;" and concluding with similar sentiments as I have expressed, and certainly not less unqualified censure of the measures we pursued. J. C. has accused me of a *penchant* for America, of constantly harping on our losses; and stated the absurdity, *in his opinion*, of an Englishman doing so. Now here are the sentiments and expressions of other respectable writers,* fully establishing the prevalence of *my* opinion, and I think the propriety also of making them known; but J. C. is really a *very* strange fellow, a complete *Tom Shuffleton*, changing his coat at every corner; and had he not taken my interference *with the bear so very much amiss*, I would now give him back Pope's lines, as *completely applicable to himself;* he is,

> "Like a bird, that's here to day,
> Or, like the pearled dew of May;
> Or, like an hour, or like a span,
> Like all—save a consistent man."

It cannot be forgotten, that in a former letter, he used the following expression—"Our losses are too painful for me *either to write, or think about;* but, immediately, when I attribute *silence* to him, which I supposed (erroneously, it seems) the *preceding* language acknowledged, as plainly as language could; mark how he goes off, *harlequin-like*, and exclaims, "How can I be with justice charged with *silence*; I have several times *written* on the subject of our naval warfare (why not losses, my friend), and pointed out the causes *of our want of success*, he meant, but he says, the successes of our enemies. I was not content with *grumbling* and *growling* (poor man, I thought he was too ill to utter any thing!!) but endeavoured to point out *in detail*, the means of remedying them, &c." So much, Mr. Editor, for my opponent's *own consistency*, who has questioned mine so repeatedly: here is contradiction (*he would, and he could not*) so clear, that he who runs may read. Go along, friend; first take the mote out of *thine own* eye, then shalt thou see more clearly to pull the beam out of thy brother's eye. I am no parson, but the text suits me. J. C. proceeds, in the same paragraph, to ask,—Did Albion do this? *i. e.* Did I suggest any remedies: he answers for me, *not* that he can recollect. I am sorry for his want of memory, but shall find no difficulty in assisting it; and beg leave to speak for myself to this point, if he does not deem *my yes* equal to *his no*; here is evidence to the fact:—C. H. Vol. XXX. page 497, begins as follows, "The necessity of adopting *the measures pointed out by Albion*, at page 291 of your last volume, is now seen, and *his plans are adopted*, as may be perceived by the following paragraph, announcing the intention of government to build several heavy 50-gun frigates." This, I think, establishes the fact of my having *done something*; but, Mr. Editor, I am far from wishing to take all the merit to myself, it belongs to others, and to J. C. amongst the rest, as he recommended the same thing. My exertions, however, founded on *amor patriæ*, which I cannot part with entirely to J. C. were, I belive, of some little service; whether *my* letters deserve the unqualified disapprobation bestowed on them by him, of conveying only "assertions without proof; declamation, without argument; and violent censures, without dignity or moderation," I leave to you and to your readers to determine, by whose judgment I am *content* to stand or fall.

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* Not skinned Americans, I presume!!

Whether this is a *languid* reply to J. C. he will judge for himself; but I am sure it is much too extended; it could not, however, be easily curtailed; more especially as I have *no desire* to be called on * to renew the contest: he was mistaken, in saying I had invited a fresh attack; yet I fear it not, although I do not like him (he is a descendant of Falstaff, I presume) pretend to be equal to slay *a hundred enemies* to my own hand. I am, however, at his service, and he shall be welcome to choose the *why*, the *when*, and the *where*.

It is now time to change the subject, and I return to one of more consequence, and possessing more claims to the attention of the public; *viz.* that of impressment, on which I had made some observations in your last number. The horrors of this disgraceful practice, *they* only who have felt them can *rightly* understand; but to all, it must be sufficiently plain, that even African slavery could scarcely exceed it in *some*, I fear in many, *instances*; I do not say in all, as so much depends on the impress officers and crews. I have now much pleasure in pointing out to your notice, for your insertion on some future occasion, two letters, written by Mr. Thomas Urquhart, merchant, at Lloyd's, a man of respectability, and formerly master of a West India ship; the one is addressed to Lord Melville, "for more easily and effectually manning his Majesty's fleets with merchant sailors;" the other to Mr. Wilberforce, "on the subject of impressment:" they have only lately come under my notice, and I have perused them with infinite satisfaction: as they are very short, and may be had of all booksellers, I strongly recommend them to you, as most interesting and valuable matter, and documents well calculated to adorn your widely-circulated work, and to promote the *great* objects they profess to treat of. The subject of impressment, I am happy to see becoming *daily* more and more interesting to the British nation, and I am very hopeful of its abolition, and that of the white slavery in Africa, now also under notice, will go hand in hand, and that the great advocate for Africans, and at last their deliverer, will not refuse to raise his voice in favor of our seamen; his exertions would, I am sure, be ably supported and seconded by all classes.

> Where is the trust ?—*'tis your's,*
> Oh Wilberforce !—the blest memorial that ensures
> Thy deathless name,—By every charm of speech, who *still* essay'd,
> To sooth their† sorrows, and their grief allay'd !
> By the hush'd wonder which your accents drew,
> By slavery's parting tear, repaid by you ;
> By all those thoughts, which many a distant night,
> Shall mark your memory still with fond delight.
> On you we call—arise ! assert the trust,‡
> And to our claims—*'tis all we ask—be just.*

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* My voice is *not* for war.

† The Africans.

‡ Of British seamen.

I am happy to observe, that Lord Exmouth has succeeded in effecting the release of sixty British captives from Algier; this is so far well; but it is surely wonderful, that at this day, there should be 40,000 Christian captives in that country, as a correspondent tells us in your last number. Can Europe, now delivered from its ruthless tyrant and scourge, still look on and see all this with complacency? Surely it is impossible. I rejoice to find it so; this business is now taken up by government,* and Lord Exmouth, before he quits the Mediterranean, has been ordered to demand the release of *every* captive, of whatever nation, and to destroy the piratical towns, if not instantly given up; this certainly redounds to the honour of England; it is worthy of her greatness.

Albion.

* * *

MR. EDITOR, *Brockley, June 9th,* 1816.

AFTER the clear answers given by the learned Secretary of the Admiralty to the false, trivial, and malignant statements brought forward by men whose object appears to be to widen the jealousy which unhappily exists between the navy and army, it will be almost superfluous to say any thing further on the subject. Every disinterested person will see through the wicked artifices of discontented men, and will treat the imaginary and chimerical grievances with the utmost contempt. Such grievances exist only in the prolific brains of the vicious, of the disappointed, or of the envious, who with splenetic malignancy endeavour to stir up discontent in the bosoms of my naval associates. Such men, contemptible in themselves, are eagerly striving to render the naval service contemptible also. A few men of distinguished rank in the senate have been deluded by them: but the Croker battery opened upon them such a fire of unanswerable truths that they were speechless; their flimsy sophistry was detected; the falsehoods contained in the garbled statements gleaned from anonymous correspondence brought forward by an honorable member were deservedly detected and exposed. Shame, eternal shame, light upon those who could be base enough to deceive that member who was willing to plead their cause. May they feel all the Hells of a guilty conscience.

I have read with attention many letters in your valuable chronicle, on the supposed grievances of the naval service, but they are generally written by persons who have viewed the subject with a jaundiced eye. Impartiality does not form the basis of their structures. In many instances, the statements are wilfully erroneous. The fancied grievances are stated in the most glowing language, embellished with the most flowing epithets; and, oh! immortal Johnson, thy Dictionary is profanely ransacked, that these modern Juniuses may call the most harmonious words to garnish their fleeting unsubstantial productions. Soaring into the unbounded regions of fancy, they despise honest reason, plain sense, and sound argument, and cloathing their letters in the flimsy garb of sophistry, are weak enough to imagine they have gulled mankind in general, who (in their opinion) have not been able to penetrate the veil which hides the deformity of their fanciful, slight, and ill-proportioned edifice.

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* Sir S. Smith first laid it before the Congress at Vienna: he has stood forward in the cause of humanity with effect.

Hair-brained wights! Harmless, inoffensive, souls! Continue still to flatter yourselves that your trash is unanswerable. Feed your uncloyed appetite with that soul-inspiring idea—A cheaper diet cannot be procured—You may be assured no person will waste his time by a reply But should some idle fellow, to drive away the blue devils, detect and expose the falsehood and splenetic malignancy of your writings, be not ashamed, go on; for

> " Who shames a scribbler? Break one cobweb through!
> He spins the slight, self-pleasing thread anew;
> Destroys his fib of sophistry, in vain,
> The creature's at his dirty work again,
> Thron'd on the centre of his thin designs,
> Proud of a vast extent of flimsy lines.

Having the real welfare of the navy at heart, I have witnessed with disgust and indignation, Mr. Editor, the abuse which has been so liberally lavished by some of your correspondents upon the highest and most honourable men in the kingdom. If the grievances of which they complain did really exist, was it necessary, was it expedient, in stating them, to hurl their malignant thunders at the respectable lord at the head of the Admiralty, or at the Board in general. Was this mode calculated to procure redress? Can the puny and venomous effusions of anonymous writers meet with any attention? Must they not excite the ridicule and contempt of every liberal and impartial reader? Such writers are not friends to the navy: their vehement, boisterous, and declamatory professions, shew a fair appearance, but within all is hollow.

> An open foe may prove a curse,
> But a pretended friend is worse.

I would by no means wish to abridge the freedom of the press, nor would I wish to hinder injured persons from appealing to the public, but I do most heartily desire, that the naval character may not be brought into contempt by ill-designing or evil-minded persons, who conjure up fantastic grievances, mere phantoms of a guilty mind, that they may have an opportunity of infusing their pernicious poison into the open unsuspicious bosoms of our gallant seamen. These attempts are vain; they do but display the dark passions which were corroding in their own diseased breasts.

In conclusion, I will only say, I am perfectly convinced, that whoever will fairly and impartially weigh together the two services, will find but little cause for complaint on either side; the naval grievances will vanish, and, " like the baseless fabric of a vision, leave not a wreck behind."

A Friend to the Navy.

THE GENOESE CAMPAIGN;

Or a Detail of the Operations of the Allied Army, commanded by his Excellency Lieutenant general Lord William Bentinck, *with a short View of the State of Italy in* 1813; *by a* Naval Officer *employed with the Army.*

[Concluded from page 401.]

AT 2 in the morning of the 17th Sir Josias Rowley proceeded to the Berwick, where the boats had been ordered to assemble while the army advanced in profound silence to the line of the enemy. At dawn the attack commenced on the right, running along the line as the different regiments arrived, in defiance of the dreadful fire poured down from the hills; they ascended with the utmost rapidity, forming according to the intricacy of the ground, storming the redoubts with loud and enthusiastic cheers; the contest near the Fatelie was continued with the utmost obstinacy: Colonel Travers decided it by attacking them in flank; their left being thus exposed this division fell back; the Greeks and Calabrians pushed under the walls of the forts; they surrendered. Wheeling to the centre; the Colonel, supported by the mountain guns under Lieutenant Mapleton, who being at this moment severely wounded the command was assumed by Mr. Breary the senior mate, with unremitting activity, the defeat of the left compelled the centre to retreat, followed by ours, and disputing every street. While the right and centre were thus engaged, the battle raged with increasing fury to the left, a furious cannonade from the boats silenced the first defences, which were immediately stormed by the brigade of seamen under Captain Hamilton, supported by the marine brigades under Captains Dundas and Rea, with the right of the 31st, commanded by Major Cruise; they pushed along the beach, covered as before by Captain Brace. The reciprocal cannonade kept up between them and Fort St. Michael continued with great spirit; in front of the fort a large body had occupied a church and some commanding houses; they were dislodged by the light company of the 31st, and naval musqueteers; scaling ladders were applied to the fort; the advanced seaman under Lieutenant Bazalegette instantly stormed; the enemy fled with such precipitation as to leave a portion of their cloathing; numbers, with the commander, swimming to the mole. The left being then greatly in advance of the line halted, Captain Rea opening a communication to the right. The guns of the fort were turned on the town, now four hundred yards distant; the fire was returned by the ramparts with a superiority of twenty guns and six mortars; by which, Lieutenant Bewicke, an officer deeply regretted, and a few brave men were killed. Against this amazing superiority, Lieutenent Bazalegette, the new commandant, maintained a spirited fire, which ceased only at dusk. At noon the whole of the enemy's remaining force were within the lines, abandoning their cannon, and nearly 1800 in killed, wounded, and prisoners. The foot of the wall being now visible, five batteries were marked out by Captain Tylden the commanding engineer. Sir Josias Rowley having witnessed the first attack landed, and accompanied by Lord William Bentinck, reconnoitred the walls amidst a heavy fire. Finding an assault impracticable at this moment, the army halted. The success of this attack induced his lordship to dispatch Sir Josias with a summons to the governor, who refused to surrender. At this moment, and greatly to the regret of the squadron, Sir Edward Pellew's division appeared in sight; a strong detachment of seamen under Captain Hamilton, were employed dragging the guns to the scite of the new batteries. On the following day they were reinforced by 1000 men, commanded by Lieutenant Cornish, of the Caledonia; a reinforcement of 600 arrived from Toulon, entering the western gate.

Intelligence of the allies having captured Paris had reached us on the 14th, and rumours of Buonaparte's resignation had reached the citizens, who were greatly and justly alarmed at the event of a bombardment; his destruction of the ancient dynasty, added to the impossibility of defense, produced serious disturbances: a deputation accompanied by the mayor, pressed the general to surrender: but attached to his late master, and certain that a few days would terminate his doubts, he was anxious to preserve his important trust. Lord Bentinck was equally eager for its surrender before the cessation of arms, both for the credit of his campaign, and as a means of national indemnification at a general congress. Negociations were at last entered on, but procrastinated to the utmost by the Baron de Fusia; the preparations for the siege continued with increased activity.

In the evening of the 18th the alarm of the inhabitants increased to the utmost fury; numerous deputations were sent to the governor, who now saw the necessity of speedily adopting some arrangement to tranquillize their minds. Placed in so critical a situation, he on the morning of the 19th, allowed the mayor, with the municipality, to wait on Lord William Bentinck to procure an extension of the truce: every plea of humanity was introduced by those gentlemen to induce him to accept this proposition, but in vain; they were assured that the only terms was the evacuation of the town by the French, and the admission of the British. On their return within the walls, the rage of the populace was ungovernable; they overthrew and destroyed the beautiful statue of Buonaparte; the troops, inflamed with indignation, were about to fire on the crowd; and it required the utmost exertions on the part of their officers to restrain them. Vincento Spinola was again dispatched to Lord William Bentinck to avert the consequences of surrender, but finding him inflexible, the governor acceded to the whole of his propositions. Commissioners were appointed, and the articles of capitulation were signed at 3 o'clock. The following morning the gates having been opened, the inhabitants passed to their country houses in the Commune d' Abbaro. The wretched state they were in by the infamous conduct of the foreign troops, produced general disappointment and complaint; every exertion had indeed been made to obviate it by the commander-in-chief; guards and sentries were placed over the different streets; the general desertion of the inhabitants, and the utter impossibility of retaining the men in quarters during the night; and the terror an assault produces amid an unarmed people, is geneirally excesisve. The few miserable wretches who could not procure lodgings inside the walls were assembled in the churches. An officer entering one that commanded a favourable view of the town, discovered the population of the district on their knees; his presence produced a scene of fear, nearly amounting to insanity, but which he immediately relieved them from. The morning of the 20th was one of mutual gratulation to the British; at 6, the 21st regiment took possession of the gates, relieving the French guard with all the ceremonies of war; the latter returned to their barracks to prepare for their march: at 8, Sir Edward Pellew, with a division of the squadron, anchored in the mole, the enemy's brigs striking to his flag, having previously landed their crews. Thousands of the populace witnessed the entry, exhibiting only that curiosity natural to the humble classes of life, without any expressions of approbation or enthusiasm on the prospect of future independence, so repeatedly and solemnly promised in the different proclamations. The nobility were elated with the hope of attaining their ancient aristocratical influence: the public functionaries were employed in delivering to the British Commissioners the whole of the government effects. At daylight, on the 21st, General of division Fusia, marched out of the gate Saint Pierre with six field pieces for Savona, accompanied by the whole of the French residents and troops, amounting to near six thousand men; the allied army entering by the Pela dell' Arco. At this moment an extraordinary courier arrived from General Bellegarde, with intelligence of an armistice concluded by the Viceroy of Italy, including the city of Genoa.

In the evening a general illumination was ordered by the mayor, and continued for three nights; the antient colours, the ensign of their patron Saint George, were displayed in every street, for the restoration of their ancient constitution.

The capture of Savona by a detachment of the army, aided by a small squadron commanded by Captain Grant, completed the conquest of the territory. The arrival of an aid-de-camp of Buonoparte's from Paris, to prepare for his reception at Elba, terminated hostilities in Italy, the viceroy repairing to Paris, while Count Grenier, commanding the army in Lombardy, hastened to prove his attachment to the new order of things.

The island of Corsica had dispatched a mission to sue for assistance in procuring a national independence. A formidable insurrection had confined General Berthier, brother of Prince Neufchatel, to the fortress of Bastia. General Montresor, whose local knowledge justified his selection, was dispatched with the 81st British, a detachment of royal marines, commanded by Captain Ball, and a few Sicilian light infantry; Captain Brisbane, of H.M.S. Pembroke, conducted this service; but hostilities were prevented by the governor hoisting the white flag on all the forts, and the Corsicans abandoned their enterprise in despair.

Military operations closed here; that independence so solemnly promised has been denied; this valuable acquisition has, in direct opposition to the great principles of national faith, been transferred to the King of Sardinia. This accession of territory, from its vicinity to the coast, and narrowness of its boundary, will never enable his Majesty to counterbalance either the gigantic power of Austria, or the more ardent exertions of France. To accomplish this desirable purpose, a firm boundary in Switzerland, with the accession of the Milanese, is at least necessary.

On this cession the British troops returned to England; those of Sicily arriving safely in that Island.

The conduct of the Italian troops during this campaign, was marked with every attribute of good soldiers; a proof, how much depends upon good officers, and complete organization. A total absence of drunkenness, and absolute devotion to their officers, produced by the national habit, and a discipline not extremely coercive, greatly facilitated the different operations; the Greeks were in excellent condition; their patience under fatigue, courage, and hardiness of constitution, reminded us of those bands who, under Xenophon, executed the retreat of the ten thousand; or with Themistocles defeated the Persians, and rescued their country.

Naval Officers employed with the Army.

Captain Hon. G. Dundas, commanding on shore, naval batteries, marine brigade.

Captain Brace, gun and ships' boats, &c. &c.

Captain Hamilton, naval brigade, advanced gun-boats, and batteries.

Captain Flynn, batteries, and storming party to Fateli.

Captain Rea, royal marines, commanding ditto.; Lieutenant Mapleton, R.N. constructing batteries and mountain guns with Colonel Travers; Lieutenant Bazalegette, batteries, ships' boats, and advanced seamen.

Lieutenant Mason, batteries, and attached to Lord William Bentinck's staff.

Lieutenants Le Hunte, Pengelly, gun-boats.

Lieutenants Mark White, Leach, White, Jones, Molesworth, Bewicke, Lyon, Sheridan, Croker, Kennedy, ships' boats, and sundry services.

Mr. Breary, master's mate, dismantling batteries, commanding fleche at Spezzia; mountain guns with Colonel Travers.

Mr. Somerville, master's mate, attached to Captain Rea; six-pounders, attached to Captain Hamilton, commanding naval brigade, &c.; Mr. Kempthorne, signals, attached to Colonel Travers; Mr. Wyberg, ditto, to Lieutenant Mason; Messrs. Tremlett, Walter, Grant, and Hamilton, with storming party under Captain Flynn.

Messrs. Tod, Swan, Shaw, Hutton, Lavender, Atkins, O'Brien, Moodie, Harvey, Daniells, Count de Gonzales, Julinson, commanding boats, and general service.

Mr. Edward West, assistant-surgeon.

Killed.—Lieutenant John Bewicke, H. M. S. Pylades, and eight seamen.

Wounded.—Captain Hamilton, slightly; Lieutenant Mapleton, severely; Lyon, severely; Mr. Breary, slightly; sixteen seamen wounded.

Marines.—Two wounded.

PLATE CCCCLXII.

Embarkation of NAPOLEON BUONAPARTE *from St. Raphael for the Island of Elba.*

THE unremitted attention paid to Buonaparte in every movement of his career in Europe, has produced such a connected series of particulars respecting him, and of which the public are already so generally in possession, that it can onlybe necessary to refer our readers to their recollection of the various and rapid gradations of his fall, for this memorable epoch in his extraordinary fortunes.

St. Raphaël, Raphaelle, or Raphean, is one of a number of little maritime towns in the province of Provence, which are thus stated in a MS. volume entitled : *Manuel hydrographique ou nomenclature raisonnèe des villes buorgs mouillages îles & caps sur outes les côtes maritimes des quatres parties du monde—Avec la situation géographique des ports de mer les plus frequèntées de la terre—Marseille* 1782.

"St. Tropez, St. Raphaël, Fréjus, Nagay, Cap Roux, La-Napoule, Cannes," &c.

The same is thus given in another *MS.* (lent with the former to the HYDROGRAPHER **N. C.** by a distinguished flag officer : *viz A chì vuol sapere tutte le terre capi punte e secche che sono del Capo S. Vincenzo per tutta la Spagna, Valenza, Franza, e Italia.*

"S. Trupe, (terra); Golfo di S. Giorgio; Sardinelle, (mezo miglio in mare); Golfo di Fregiù ; Fregiù, (terra grossa); S. Raffaelle, (stanza); Leoni, (due isolotti); Torre di Langai, (con cala e fiumara); Fiumara; Capi Rossi, &c."

"From Point St. Tropez to Cape St. Egou, the western point of the entrance into the gulph of Fréjus, the coast runs 2½ leagues N. by E. the land between it very high. At the western point of the entrance of this gulph lies a rocky bank, extending nearly ½ way across the entrance thereof; and between the extreme of this bank and the eastern shore, lie two small islands, between which you pass to go to Frejus. You anchor in the gulph in 15 or 10 fathoms water, according to your distance from shore; and there you are sheltered from all winds except those from the S. Fréjus situated in latitude 43° 25′ 49″; longitude from Paris 4° 23′ 52″ E. from Ferro 24° 23′ 52″ from Greenwich 6° 43′ 52″." (*Petit Neptune*). But according to the latest *Connaissance des temps*, the geographic site of Frejus is 43° 25′ 25″ N. 4° 23′ 54″ E. from Paris.

The town of Frejus and adjacent country is thus described by Smollett: —" We lay at Frejus, which was the *Forum Julianum* of the ancients, and still boasts of some remains of antiquity; particularly the ruins of an amphitheatre and an aqueduct. The first we passed in the dark, and next morning the weather was so cold that I could not walk abroad to see it. The town is, at present, very inconsiderable, and, indeed, in a ruinous condition: nevertheless, we were very well lodged at the post-house, and treated with more politeness than we had met with in any other part of France.

"As we had a very high mountain to ascend in the morning, I ordered the mules on before, to the next post, and hired six horses for the coach. At the east end of Frejus, we saw close to the road on our left hand, the arcades of the antient aqueduct, and the ruins of some Roman edifices which seemed to have been temples. There was nothing striking in the architecture of the aqueduct. The arches are small and low, without either grace or ornament, and seem to have been calculated for mere utility.

"The mountain of Esterelles, which is eight miles over, was formally frequented by a gang of desperate banditti, who are now happily exterminated; the road is very good, but in some places very steep and bordered by precipices. The mountain is covered with pines, and the *laurus cerasus*, the fruit of which being now ripe, made a most romantic appearance through the snow that lay upon the branches. The cherries were so large, that I at first mistook them for dwarf oranges; I think they are counted poisonous in England, but here the people eat them without hesitation. In the middle of the mountains is the post-house, where we dined in a room so cold, that the bare rememberance of it makes my teeth chatter. After dinner I chanced to look into another chamber that fronted the south, where the sun shone, and opening a window perceived, within a yard of my hand, a large tree loaded with oranges, many of which were ripe. You may judge what my astonishment was, to find winter, in all his rigour, reigning on one side of the house, and summer, in all her glory, on the other. Certain, it is, the middle of this mountain seemed to be the boundary of the cold weather. As we proceeded slowly, in the afternoon, we were quite enchanted. This side of the hill is a natural plantation of the most agreeable evergreens, pines, furs, laurels, cyprus, sweet-myrtle, tamarise, box, and juniper, interspersed with sweet marjorum, lavender, thyme, wild thyme, and sage. On the right-hand, the ground shoots up into agreeable cones, between which you have delightful vistas of the Mediterranean, which washes the foot of the rock; and between two divisions of the mountains there is a bottom watered by a charming stream, which greatly adds to the rural beauties of the scene.

"This night we passed at Cannes, a little fishing town, agreeably situated on the beach of the sea, and in the same place lodged Monsieur Nadeau d' Etrueil, the unfortunate French governor of Guadaloupe, condemned to be imprisoned for life in one of the isles Marguerite which lie within a mile of this coast.

"Next day we journeyed by the way of Antibes, a small maritime town tolerably well fortified, and passing the little river Loup, over a stone bridge, arrived about noon at the village of St. Laurent, the extremity of France, where we passed the Var, after our baggage had undergone examination. From Cannes to this village the road lies along the sea-side, and sure nothing can be more delightful. Though in the morning there was a frost upon the ground, the sun was as warm as it is in May in England. The sea was quite smooth, and the beach formed of white polished pebbles; on the left hand the country was covered with green olives, and the side of the road planted with large trees of sweet myrtle, growing wild like the hawthorns in England. From Antibes we had the first view of Nice, lying on the opposite side of the bay, and making a very agreeable appearance. The author of the Grand Tour says, that from Antibes to Nice the roads are very bad, through rugged mountains bordered with precipices on the left, and by the sea to the right; whereas, in fact, there is neither precipice nor mountain near it.

"The Var, which divides the county of Nice from Provence, is no other than a torrent fed chiefly by the snow that melts on the maritime Alps, from which it takes its origin. In the summer it is swelled to a dangerous height, and this is also the case after heavy rains; but at present, the middle of it is quite dry, and the water divided into two or three narrow streams, which, however, are both deep and rapid. This river has been, absurdly enough, by some supposed the Rubicon, in all probability from the description of that river in the Pharsalia of Lucan, who makes it the boundary betwixt Gaul and Italy:—

> ———et *Gallica certus*
> *Limes ab Ausoniis disterminat arva colonis*

whereas, in fact, the Rubicon, now called Pisatello, runs between Ravenna and Rimini. But to return to the Var. At the village of St. Laurent, famous for its Muscadine wines, there is a set of guides always in attendance to conduct you in your passage over the river. Six of those fellows, tucked up above the middle, with long poles in their hands, took charge of our coach, and by many windings guided it safe to the opposite shore. Indeed, there was no occasion for any, but it is a sort of perquisite, and I did not choose to run any risk, how small soever it might be, for the sake of saving half-a-crown, with which they were satisfied. If you do not gratify the searchers at St. Laurent with the same sum, they will rummage your trunks, and turn all your clothes topsy-turvy. And here, once for all, I would advise every traveller who consults his own ease and convenience, to be liberal of his money to all that sort of people; and even to wink at the imposition of aubergistes on the road, unless it be very flagrant. So sure as you enter into disputes with them, you will be put to a great deal of trouble, and fret yourself to no manner of purpose. I have travelled with economists in England, who declared they would rather give away a crown, then allow themselves to be cheated out of a farthing. This is a good maxim, but requires a great share of resolution and self-denial to put in practice in one excursion."

Mr. Wraxall in his tour through France, says of the Mediterranean, in this part it "has been retiring these three centuries from the whole coast of Languedoc and Provence. Frejus, where the Emperor Augustus laid up his gallies after the battle of Actium, is now become an inland city."

The annexed engraving is from a sketch of the scene by moonlight of Buonaparte's embarkation to quit France after the treaty of Fontainbleau, by Lieutenant George Sidney Smith, of H. M. S. Undaunted, the officer commanding the boat in which Napoleon embarked at St. Raphael in the Gulph of Frejus, at 9 in the night of the 28th April, 1814, to proceed in that ship to Elba.

The coach in which he came to the beach was within three sides of a square of Austrian cavalry which escorted and guarded him thither. Three british marines were on each side the approach to the boat; previous to stopping, he with an affability of manner desired the officer of the boat to be presented to him, which was accordingly done by Capt. Usher; but on hearing the name he repeated it, and remained silent the whole way off to the ship.

STATE PAPERS.

SERIES OF THE DOCUMENTS ANNEXED UNTO THE REPORT MADE BY THE PRESIDENT OF THE ASSEMBLY OF THE MEMBERS OF ALL THE ORDERS OF KNIGHTHOOD IN EUROPE, CONVENED AT VIENNA ON THE 29TH DECEMBER, 1814.

[Continued from page 429.]

No. X.

Extract of a Letter from a confidential Correspondent, to Vice-Admiral Sir SIDNEY SMITH, *dated Algier,* 31*st July,* 1815.

SIR,

I HAVE had the honor of receiving your letter of the 10th of February last, which has remained thus long unanswered, as you will readily have concluded, in consequence of the very extraordinary and unexpected events which have taken place on the continent of Europe, and that have been so promptly and happily terminated. It is probable that those occurrences may have caused a suspension in the execution of your projects, but it cannot be apprehended that your plans are weakened or otherwise affected by them. While several of the European States, and more particularly Great Britain, manifest a generous spirit and feeling for the abolition of the *African Slave Trade*, by what spell is Algier, and the inferior, although not less active, States of Tunis and Tripoli, permitted to pursue unrestrained their wonted course of piracy and enslavement. If the case of the African removed from a rude state and a precarious existence, and whose chief and perhaps only loss, occasioned by the exchange of situation, consists in that of liberty, can excite so much compassion and interest, how strange it is that the more affecting lot of the captive in Barbary, torn from the endearments of social life, and the affections of his family, of which he is frequently the sole supporter, to endure all the bitterness of slavery, which a ruthless and fanatic barbarian can inflict, should at the same time be viewed with a cold indifference?

Algier is openly at war with Holland, Naples, the Ecclesiastical State, Sardinia, including Genoa, the Hanse Towns, Tuscany, and Prussia, and the truce it has with Sicily expires with the termination of the present year. It receives tribute from some, and commits, under the most frivolous pretexts of informality in the usual papers granted to merchant vessels, depredations on the trade of *all the maritime States of Europe*, not unfrequently consigning the crews of vessels thus acquired to the most abject slavery. Spain has in particular been, in consequence of its proximity and passive endurance, the power against which its extortions and insolence have been chiefly directed. Its agents and public functionaries (and I might add also those of other nations) have been treated with the utmost indignity; a Vice-consul belonging to that nation is, and has been, for several months, employed, enchained on the public works, because Spain, from the disordered state of its finances, cannot well gratify Algier for a claim, the legality of which is very doubtful, but which is to form a pretext for a rupture, if not immediately satisfied.

The squadron which the United-States of America have sent into the Mediterranean, was fortunate enough to meet upon its arrival with the Algerine admiral HAMIDA's frigate. A single ship, when opposed to so superior a force, could not escape capture, but the resistance made, which did no injury whatever to the adversary, while the Algerine suffered severely, manifestly proves that which was never a question with me, their vast inferiority when opposed to any enemy not a Mussulman, who has but the courage to encounter them. HAMIDA, the best or most desperate officer of the Algerines, was killed in this affair; the same squadron soon after also captured a brig, and when this force arrived off the port of Algiers, all the cruisers of the Regency, with the exception of two, were at sea, but were expected to return immediately, when their capture would, with common management, have been inevitable; indeed, one of the number had arrived without a rudder among the American squadron, when the treaty of peace was concluded; a measure which the situation of this vessel, whose fate otherwise was not dubious, may have accelerated. This treaty removes the United States from being of the number of the tributary powers. The Americans had merely their own interest in view, and were more intent upon that than renown; a most favorable opportunity for crippling the maritime power of Algier, already prostrate, was ingloriously lost. The captured vessels and prisoners are to be returned without stipulating at the call of humanity, any thing in behalf of some of the objects here, which the occasion so much favored.

A squadron belonging to the Netherlands has since appeared off Algier, the commander of which informed the Regency of the desire of his Sovereign to renew the treaty which had formerly existed between Holland and Algier. There were at this time a frigate and a corvette at sea, which were daily expected to return into port, a circumstance well known to the Dutch. The Dey also appeared inclined to an accommodation, but the absent frigate and corvette having, to the amazement of all, and to the exultation of the Algerines, entered into the port in the mean time, his position, and also his tone, became thereby changed, which rendered all farther endeavour to negotiate at that moment superfluous,—the Netherlands being required to pay arrears for the period when Holland was annexed to France, a condition considered inadmissible. The Dutch, after having failed in their object, have retired from the view of Algier, probably to unite with a reinforcement expected in the Mediterranean. The greatest activity prevailed here in forwarding the equipment of four frigates, three corvettes, a brig, and about fifteen gun-boats, intended, from an avowed determination of the the Deys, to engage the Dutch squadron, had it not retired from the view of Algier.

AKHMET *Aga* was rather well received here. Some Deys yield a spontaneous deference to the Porte; at other moments the Regency is constrained from its exigencies to flatter the supremacy of the Sultan, while its conduct on certain occasions would indicate a perfect independence of his sovereignty. These are contradictions which are incomprehensible to strangers, and that are only reconcileable to the fatuity or genius of a Turk, and the policy of Algier. I had no communication with this envoy; the extreme jealousy of the government interdicts every kind of intercourse with a Mohametan invested with a public character, who, while he is graciously received and treated with marks of distinction, becomes virtually a state prisoner, from the moment of his arrival until that of his departure, which is urged with little regard to etiquette or formality. The pressing necessity the Regency has for recruits from the Levant was favorable to Akhmet's reception, and nothing could have been more judiciously devised than the measure of engaging the Porte to send him; and although his mission has not produced all the benefits sought, and particularly the cessation of slavery, it has, however, obtained the liberation of 158 Greeks, captured under the Ottoman flag, and of three Austrians, as well as an acknowledgment, that vessels sailing under Austrian and Russian flags shall be respected. I question much if the more interesting object of the abolition of slavery was much insisted upon.

The notorious Ali Basha was destroyed on the 20th of March, as was his successor, the former Hazenagi, a person of too pacific a nature to constrain the turbulent and factious spirit of the Algerines, after having reigned sixteen days, when Omar (the *Aga*) was chosen by the Janissaries. He is active and undaunted, and he has thus far acted with moderation and a certain regard to justice; but the atrocities of the reign of Ali Basha, may, by comparison, tend to cast an unmerited splendor on the conduct of his successor; and the Turkish character appears to be less susceptible than that of any other nation, of enjoying long the exercise of power with discretion. A rich present is preparing for Constantinople, in compliance with a custom observed on the accession of a Dey. It is reported to be far more costly than such presents usually are, a display of magnificence which the finances of Algier are very ill calculated to support, and which would not be made, were it not essentially necessary to conciliate the Porte, and predispose it in favor of some entreaty which is to follow, and which most probably has for its object the privilege of obtaining recruits; a measure which, as being very distressing to Algier, should be counteracted by all the influence of the respective ambassadors near the Ottoman Court. Perhaps it is not generally known, that there are not more than four thousand effective Turks interspersed throughout the country; and that such a banditti should, by a system of terror, lord it over Algier, consigning one of the most fertile and favoured portions of the earth to neglect and desolation; compelling several of the European States to be tributary, and occasionally annoying, more or less, the commerce of the remainder, is incomprehensible. To this number of Turks is to be added about twice that of *Corogulus*, or immediate descendants of the former, that are admitted to be soldiers; but they excite so much the suspicion of the Turks, that they do not place any confidence in them.

I am, &c.

DEFINITIVE TREATY,

Between France and the Allied Powers, signed at Paris, 20th November, 1815.

In the Name of the Most Holy and Undivided Trinity!

THE Allied Powers having, by their united efforts, and by the success of their arms, preserved France and Europe from the convulsions with which they were menaced by the late enterprise of NAPOLEON BUONAPARTE, and by the revolutionary system reproduced in France, to promote its success; participating at present with his Most Christian Majesty in the desire to consolidate, by maintaining inviolate the royal authority, and by restoring the operation of the constitutional charter, the order of things which had been happily re-established in France, as also in the object of restoring between France and her neighbours those relations of reciprocal confidence and good will which the fatal effects of the revolution and of the system of conquest had for so long a time disturbed: persuaded, at the same time, that this last object can only be obtained by an arrangement framed to secure to the Allies proper indemnities for the past, and solid guarantees for the future, they have, in concert with his Majesty the King of France, taken into consideration the means of giving effect to this arrangement; and being satisfied that the indemnity due to the Allied Powers cannot be either entirely territorial or entirely pecuniary, without prejudice to France in the one or other of her essential interests, and that it would be more fit to combine both the modes, in order to avoid the inconvenience which would result, were either resorted to separately, their Imperial and Royal Majesties have adopted this basis for their present transactions; and agreeing alike as to the necessity of retaining for a fixed time in the frontier provinces of France, a certain number of allied troops, they have determined to combine their different arrangements, founded upon these bases, in a definitive treaty. For this purpose, and to this effect, his Majesty the King of the United Kingdom of Great Britain and Ireland, for himself and his allies on the one part, and his Majesty the King of France and Navarre on the other part, have named their plenipotentiaries to discuss, settle and sign, the said definitive treaty; namely: his Majesty the King of the United Kingdom of Great Britain and Ireland, the Right Honourable ROBERT STEWART Viscount CASTLEREAGH, knight of the most noble Order of the Garter, a member of his said Majesty's most honourably privy council, a member of parliament, colonel of the Londonderry regiment of militia, and his said Majesty's principal secretary of state for foreign affairs; and the Most Illustrious and Most Noble Lord ARTHUR, Duke, Marquis, and Earl of WELLINGTON, Marquis of DOURO, Viscount WELLINGTON of TALAVERA and of WELLINGTON, and Baron DOURO of WELLESLEY, a member of his said Majesty's most honourable privy council, a field marshal of his armies, colonel of the royal regiment of Horse Guards, knight of the most noble order of the garter, knight grand cross of the most honorable Order of the Bath, Prince of WATERLOO, Duke of CIUDAD-RODRIGO, and a Grandee of Spain of the First Class, Duke of VITTORIA, Marquis of TORRES-VEDRAS, Count of Vimeira in Portugal, Knight of the Most Illustrious Order of the Golden Fleece, of the Spanish Military Order of St. Ferdinand, Knight Grand Cross of the Imperial Military Order of Maria Theresa, Knight Grand Cross of the Imperial Order of St. George of Russia, Knight Grand Cross of the Order of the Black Eagle of Prussia, Knight Grand Cross of the Portuguese Royal and Military Order of the Tower and Sword, Knight Grand Cross of the Royal and Military Order of Sweden of the Sword, Knight Grand Cross of the Orders of the Elephant of Denmark, of William of the Low Countries, of the Annunciade of Sardinia, of Maximilian Joseph of Bavaria, and of several others, and Commander of the Forces of his Britannic Majesty in France, and of the Army of his Majesty the King of the Low Countries; and his Majesty the King of France and of Navarre, the Sieur ARMAND-EMANUEL-DU-PLESSIS RICHELIEU, Duke of RICHELIEU, Knight of the Royal and Military Order of Saint Louis, and of the Orders of St. Alexander Newsky, St. Wladomir, and St. George of Russia, Peer of France, First Gentleman of the Chamber of his Most Christian Majesty, his Minister and Secretary of State for Foreign Affairs, and President of the Council of his Ministers; who, having exchanged their full powers, found to be in good and due form, have signed the following articles:—

ARTICLE I. The frontiers of France shall be the same as they were in the year one thousand seven hundred and ninety, save and except the modifications on one side and on the other, which are detailed in the present article. *First*, on the northern frontiers, the line of demarcation shall remain as it was fixed by the treaty of Paris, as far as opposite to Quiverain, from thence it shall follow the ancient limits of the Belgian provinces, of the late Bishoprick of Liege, and of the Duchy of Bouillon, as they existed in the year one thousand seven hundred and ninety, leaving the territories included (*enclavés*) within that line, of Phillipeville and Marienbourg, with the fortresses so called, together with the whole of the Duchy of Bouillon without the frontiers of France. From Villers near Orval upon the confines of the department Des Ardennes, and of the Grand Duchy of Luxembourg as far as Perle, upon the great road leading from Thionville to Treves, the line shall remain as it was laid down by the treaty of Paris. From Perle it shall pass by Lauensdorff, Walwich, Schardorff, Niederveiling, Pelweiler (all these places with their Banlieues or dependencies remaining to France) to Houvre; and shall follow from thence the old limits of the district (*Pays*) of Sarrebruck, leaving Sarrelouis, and the course of the Sarre, together with the places situated to the right of the line above-described, and their Ba*n*lieues or dependencies without the limits of France. From the limits of the district of Sarrebruck the line of demarcation shall be the same which at present separates from Germany the departments of the Moselle and of the Lower Rhine, as far as to the Lauter, which river shall from thence serve as the frontier until it falls into the Rhine. All the territory on the left bank of the Lauter, including the fortress of Landau, shall form part of Germany.

The town of Weissenbourg, however, through which that river runs, shall remain entirely to France, with a rayon on the left bank, not exceeding a thousand toises, and which shall be more particularly determined by the Commissioners who shall be charged with the approaching designation of the boundaries. *Secondly*, leaving the mouth of the Lauter, and continuing along the departments of the Lower Rhine, the Upper Rhine, the Doubs and the Jura to the Canton de Vaud, the frontiers shall remain as fixed by the treaty of Paris. The *Thalweg* of the Rhine shall form the boundary between France and the States of Germany, but the property of the islands shall remain in perpetuity, as it shall be fixed by a new survey of the course of that river, and continue unchanged whatever variation that course may undergo in the lapse of time. Commissioners shall be named on both sides by the High Contracting Parties, within the space of three months, to proceed upon the said survey. One half of the bridge between Strasbourg and Kehl shall belong to France, and the other half to the Grand Duchy of Baden. *Thirdly*, in order to establish a direct communication between the Canton of Geneva and Switzerland, that part of the Pays de Gex, bounded on the east by the lake Leman; on the south, by the territory of the Canton of Geneva; on the north, by that of the Canton de Vaud; on the west, by the course of the Versoix, and by a line which comprehends the communes of Collex Bossy, and Meyrin, leaving the commune of Ferney to France, shall be ceded to the Helvetic confederacy, in order to be united to the Canton of Geneva. The line of the French custom-houses shall be placed to the west of the Jura, so that the whole of the Pays de Gex shall be without that line. *Fourthly*, from the frontiers of the Canton of Geneva, as far as the Mediterranean, the line of demarcation shall be that which, in the year 1790, separated France from Savoy, and from the county of Nice. The relations which the treaty of Paris of 1814 had re-established between France and the principality of Monaco, shall cease for ever, and the same relations shall exist between that principality and his Majesty the King of Sardinia. *Fifthly*, all the territories and districts included (*enclavés*) within the boundary of the French territory, as determined by the present article, shall remain united to France. *Sixthly*, the High Contracting Parties shall name within three months after the signature of the present treaty, commissioners to regulate every thing relating to the designation of the boundaries of the respective countries, and as soon as the labours of the commissioners shall have terminated, maps shall be drawn, and landmarks shall be erected, which shall point out the respective limits.

II. The fortresses, places and districts, which, according to the preceding article, are no longer to form part of the French territory, shall be placed at the disposal of the Allied Powers, at the periods fixed by the ninth article of the military convention annexed to the present treaty; and his Majesty the King of France renounces for himself, his heirs and successors for ever, the rights of sovereignty and property, which he has hitherto exercised over the said fortresses, places, and districts.

III. The fortifications of Huningen having been constantly an object of uneasiness to the town of Bâle, the High Contracting Parties, in order to give to the Helvetic Confederacy a new proof of their good will and of their solicitude for its welfare, have agreed among themselves to demolish the fortifications of Huninguen, and the French government engages from the same motive not to re-establish them at any time, and not to replace them by other fortifications, at a distance of less than that of three leagues from the town of Bâle. The neutrality of Switzerland shall be extended to the territory situated to the north of a line to be drawn from Ugine, that town being included to the south of the Lake of Annecy, by Faverge, as far as Lecheraine, and from thence, by the Lake of Bourget, as far as the Rhone, in like manner as it was extended to the provinces of Chablais and of Faucigny, by the 92d article of the final act of the Congress of Vienna.

IV. The pecuniary part of the indemnity to be furnished by Franee to the Allied Powers, is fixed at the sum of seven hundred millions of francs. The mode, the periods, and the guarantees for the payment of this sum, shall be regulated by a special convention, which shall have the same force and effect as if it were inserted, word for word, in the present treaty.

V. The state of uneasiness and of fermentation, which after so many violent convulsions, and particularly after the last catastrophe, France must still experience, notwithstanding the paternal intentions of her King, and the advantages secured to every class of his subjects by the constitutional charter, requiring, for the security of the neighbouring states, certain measures of precaution, and of temporary guarantee, it has been judged indispensable to occupy, during a fixed time, by a corps of allied troops, certain military positions along the frontiers of France, under the express reserve, that such occupation shall in no way prejudice the sovereignty of his Most Christian Majesty, nor the state of possession, such as it is recognized and confirmed by the present treaty. The number of these troops shall not exceed one hundred and fifty thousand men. The commander-in-chief of this army shall be nominated by the Allied Powers. This army shall occupy the fortresses of Condé, Valenciennes, Bouchain, Cambray, Le-Quesnoy, Maubeuge, Landrecies, Avesnes, Rocroy, Givet, with Charlemont, Mezières, Sedan, Montmedy, Thionville, Longwy, Bitsch, and the Tête-de-Pont of Fort-Louis. As the maintenance of the army destined for this service is to be provided by France, a special convention shall regulate every thing which may relate to that object. This convention, which shall have the same force and effect as if it were inserted word for word in the present treaty, shall also regulate the relations of the army of occupation with the civil and military authorities of the country. The utmost extent of the duration of this military occupation, is fixed at five years. It may terminate before that period, if, at the end of three years, the Allied Sovereigns, after having, in concert with his Majesty, the King of France, maturely examined their reciprocal situation and interests, and the progress which shall have been made in France in the re-establishment of order and tranquility, shall agree to acknowledge that the motives which led them to that measure have ceased to exist. But whatever may be the result of this deliberation, all the fortresses and positions occupied by the allied troops shall, at the expiration of five years, be evacuated without further delay, and given up to his Most Christian Majesty, or to his heirs and successors.

VI. The foreign troops, not forming part of the army of occupation, shall evacuate the French territory within the term fixed by the 9th article of the military convention annexed to the present treaty.

VII. In all countries which shall change sovereigns, as well in virtue of the present treaty, as of the arrangements which are to be made in consequence thereof, a period of six years from the date of the exchange of the ratifications shall be allowed to the inhabitants, natives or foreigners, of whatever condition and nation they may be, to dispose of their property, if they should think fit so to do, and to retire to whatever country they may choose.

VIII. All the dispositions of the treaty of Paris of the thirtieth of May one thousand eight hundred and fourteen, relative to the countries ceded by that treaty, shall equally apply to the several territories and districts ceded by the present treaty.

IX. The High Contracting Parties having caused representation to be made of the different claims arising out of the non-execution of the nineteenth and following articles of the treaty of the thirtieth of May one thousand eight hundred and fourteen, as well as of the additional articles of that treaty, signed between Great Britain and France, desiring to render more efficacious the stipulations made thereby, and having determined, by two separate conventions, the line to be pursued on each side for that purpose, the said two conventions, as annexed to the present treaty, shall, in order to secure the complete execution of the above-mentioned articles, have the same force and effect as if the same were inserted, word for word, herein.

X. All prisoners taken during the hostilities, as well as all hostages which may have been carried off or given, shall be restored in the shortest time possible. The same shall be the case with respect to the prisoners taken previously to the treaty of the thirtieth of May one thousand eight hundred and fourteen, and who shall not already have been restored.

XI. The treaty of Paris of the thirtieth of May one thousand eight hundred and fourteen, and the final act of the Congress of Vienna of the ninth of June one thousand eight hundred and fifteen, are confirmed, and shall be maintained in all such of their enactments which shall not have been modified by the articles of the present treaty.

XII. The present treaty, with the conventions annexed thereto, shall be ratified in one act, and the ratifications thereof shall be exchanged in the space of two months, or sooner, if possible.

In witness whereof, the respective plenipotentiaries have signed the same, and have affixed thereunto the seals of their arms.

Done at Paris this twentieth day of November, in the year of our Lord one thousand eight hundred and fifteen.

(Signed)

(L.S.) Castlereagh. (L.S.) Richelieu.

(L.S.) Wellington.

HYDROGRAPHY, PILOTAGE, &c.

EUROPE.

ENGLAND.

Galloper.

MR. HYDROGRAPHER,

AS notice has been given by the Government,* that the Galloper Light Vessel is to be taken away in July next, and as its removal must of dangerous consequence, suffer me, through the medium of your Chronicle, which is very much read on the coast, to suggest that this serviceable light and sea-mark should, if government will not longer continue it, be under the direction of the Trinity-house, and be collected with the other lights. The additional expense on the shipping would be trifling, and hardly felt.

The Galloper Light has been stationed on that shoal seventeen or eighteen years, and a very necessary and protecting guide it has been, to men of war and government vessels, as well as to many thousands of merchantmen, particularly colliers bound to the westward.

As the removal of this floating mark must inevitably be the cause of many shipwrecks, and much disaster on the coast of France, &c. and as mariners have long been accustomed to it, and derived so great and important benefits from it, surely its removal appears impolitic and improper, and merits serious attention.

C. R.

Concerning this sand, FALCONER'S *Dictionary of the marine*, modernised, &c. by Dr. W. BURNEY, has the following reference:—

"GALLOPER.—Nearly S.S.E. ¾ E. 7 leagues from Orford-ness lies the north end of a shole, which thence extends S. S. W. about six miles. It is about one mile across in the broadest part, and has where sholest only 9 feet over it at low water. The channel between it and the Long-sand is 6½ leagues wide, and has from 15 to 24 fathoms. Near the Galloper sand on the east side are 20 fathoms; and 2½ miles from it on the same side are 27 fathoms, coarse ground, with small black stones. Near the south end are sixteen fathoms, stoney ground; about ¼ mile without the north end are 14 fathoms, with coarse stones; and close to this end are 12 fathoms. On the north end are 6 fathoms at low-water. Pursuant to directions of the L. C. of the Admiralty in the year 1804, a vessel has been moored at the S. W. end of the Galloper, in which 2 lights are exhibited from sun-set unto sun-rise for the benefit of cruisers; and in order to prevent any mistake of this for the other lights in the vicinity, it is to be observed that the vessel has two masts, with a light at each mast-head, that it may be readily distinguished from the Sunk, and the Goodwin lights; the former of which is exhibited with one light only, and the latter with three. The vessel was originally moored within less than ¼ mile of the sand in 18 fathoms; but it now lies in 15 fathoms, about 2 miles S W. from the sholest part of the sand. N.E. by N. 3 miles from the light there are six fathoms. With the light N.W. by W. vessels may cross the sand in five fathoms. Within the light-vessel a buoy is placed, that its usual situations may be known, should it drift or be taken from its place."

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* See page 412 of this volume.

"Galloper, a sand well known to seamen who navigate through the Downs and the narrow seas, is about 7 or eight leagues, at N. E. half E. from the N. Foreland to its S. end. It extends about seven or eight miles in the direction of N. by E. half E. and has but 11 or 12 feet water on its S. end, but towards the N. end five or six fathoms. The general depth off the S. end is 18 or 20 fathoms, and 17 or 18 fathoms off the N. end of this sand. Its S. end is about three leagues at N. by E. half E. from the N. end of the Falls. (MALHAM's *Gazetteer*)."

☞ The Galloper light is of great importance to navigation, not merely with reference to that sand, specifically, as being the last of those appertaining to the Thames; but as a guide to an equally dangerous shole in its neighbourhood named the "Hinder," which is the outermost of those banks that are formed by the opposite waters of the Scheld.

NETHERLANDS.

Ostend.

The following communication has reached us, respecting a new arrangement of the lights at that port.—(Also see N. C. xi, 21; xxxiv, 49.)

"A light has been for some time preparing on the sand-downs, to the east of Ostend, in a south-eastern direction from that which already exists on the point of the *jettée*, and is to be in use from the 1st of June. These lights, by bringing both into one, are meant to point out the best channel for entering the harbour, a circumstance of some importance to seamen who navigate to this port; and therefore, it should be made publicly known. The lights in question will, of course, only burn during the period of the tide that the harbour is practicable."

☞ In the *Sailing Directions*, appended unto the *Memoir and Analysis*, &c. of KNIGHT's North-sea chart (1803) this coast is thus mentioned:—

"Ostend appears at a distance like an island: it has a church with a large spire-steeple; a town-house with a large square tower on it; a light-house like a stone beacon; and three wind-mills. The spanish sand-hills, about one mile eastward of Ostend, and somewhat higher than any other part of the land thereabouts. Three miles E. of them is a large sand-hill, which appears of the same height; and three miles E. of this is a church with a square steeple; E. of which about three miles lies Blankenberg, which has a church with a square steeple, and a mill to S.W. of it. In coming towards it from sea, you will see the large spire-steeple of Brugge, which is about ten miles up the country. The coast lies E. ¾ N. An Ostend pilot-vessel is generally lying at sea, with a blue flag hoisted, in order to put pilots on board those ships which want them, and at tide-time flags are hoisted on shore which have the following significations: a small blue flag when 14 feet water on the bar, a large do. when 17, a red flag when 24 feet."

JUTLAND.

Skagen or *The Skaw*.*

NOTICE *to Baltic Mariners.*—24th May, 1816.—Official notification has been received, that:—"As the Scaw light-house on the northernmost point of Jutland, will be put under repair on the 15th June, this year, the said light will, in consequence, be extinguished on that day, and remain so until towards the end of the month of August. When it is repaired, the light will be of the same height as hitherto, but, like the light of Anholt, it will be enclosed in a lantorn, whereby the effect of the wind will be obviated, and it will, for the future, be seen burning from all directions with a steady flame.

☞ The *Memoir* and *Analysis* of Admiral KNIGHT's chart of the North-sea (1803) has the following notices relating to this head-land:—"The Scaw point is very low, and has a light-house, on which a light is kept all the year. From off the point, a rocky reef extends 2½ miles; its N.E. extremity lies with the church and light house on with each other, bearing W. by S. The N. side of this reef is steep; approach no nearer to it than 10 fathoms water. To anchor under the Scaw on the S. side, bring the light house N. by W. in 8 or 9 fathoms water; and with the wind westerly, you will ride safely.——The latitude of the Scaw point, founded on the danish trigonometrical surveys, is 57° 43′ 44″, and its longitude 10° 32′. The latter differs about 4′ from a determination made by Mr. DE VERDUN in the year 1777.——The course from the Naze,† [properly Lindes-naes] is E.S.E. ¾ E. 36 leagues; having in the fair way from 58 to 98 fathoms, till you come to the bank, then 40."

☞ The latitude given in the *Requisite Tables* agrees with Admiral KNIGHT's: but the longitude is therein 10° 37′ 45″. The *Connaissance des Tems* (1817) also agrees in latitude, but makes the longitude 5″ more easterly.

NAUTICAL METEOROLOGY.

THE Hydrographer of the East-India Company, JAMES HORSBURGH, Esq. has lately (11th May 1816) published a curious tabular work entituled: "*Atmospheric Register or Weather-book*"—intended to facilitate the use of the marine barometer; which is now considered by all scientific navigators, an excellent auxiliary towards the improvement of nautical knowledge.‡ Mr. HORSBURGH always attended carefully to the indications of that instrument, whilst he had charge of a ship; and he states that he was seldom or ever deceived by it; but on the contrary was often enabled to prepare for bad weather, and also obtained timely notice when storms were going to abate; which he could not otherwise have done.

The commanders of the E. I. C.'s ships seldom go to sea without a marine barometer; and every ship in that service will in future be furnished with one of HORSBURGH's *Registers*; which will afford a more elegant and simple method of delineating the range of the mercury, than by ciphers; like the difference between a written description of any coast, and an out-line chart of the same.

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* 𝔑. ℭ. xxii, 154, 348; xxxiv, 417. † 𝔑. ℭ. iii, 145. ‡ 𝔑. ℭ. ix, 472.

If introduced into the royal-navy, the HYDROGRAPHER of 𝔅.ℭ. is confident the marine barometer would tend much to the security of many ships of war, in places subject to storms, such as the North-Atlantic ocean, particularly on the coasts of Newfoundland and Nova-scotia; in the English and Irish channels during the winter-months; on the Cape of Good-hope and Mauritius station during the unfavorable monsoon; &c.

This weather-book consists of 12 folio sheets, to serve for three years: At the sides of each sheet, the graduations of the marine-barometer are delineated in inches and tenths, as on that instrument, and extend from side to side. At the top are the days of the month, marked by strong vertical midnight-lines; each day being divided by three faint lines representing 6 A.M., M., and 6 P.M. At the bottom under each day are three separate places, one for each succeeding year, in which should be registered, the height of the thermometer, the latitude, the longitude, the direction and strength of the wind, with other useful remarks on the state of the weather, &c. The year should be inserted at the sides of the sheet respectively. After the title at the top of each sheet, the month should be annexed with the first year, and the following two years as they occur. The name of the sea or place, may also be annexed to each year, at the top of the monthly sheet. The phases of the ☽, perigee and apogee, should be marked with the customary characters of the Almanacs, above *A.M.* or *P.M.* on the days they happen. When the ☉ entereth any sign of the zodiac it may be marked with the customary symbolic character over the day, at the top of the sheet. All which are found in the *Ephemeris*; observing that the perigee and greatest parallax, and apogee or least parallax of the ☾ correspond together.

In order to make practical use of these blank forms, the author has subjoined the following directions:—

> "Observe the height of the mercury when the barometer is steady: if the motion of the ship produce much oscillation, take its height near the *minimum*, as the mercury is propelled upward in the tube by that motion. Make a dot with a pen or pencil, corresponding to the height of the barometer at the time, *A.M.* or *P.M.* under the day of observation. Its height may be registered daily, as often as circumstances require; and a line, drawn through the dots when convenient, daily or weekly, will exhibit the range of the barometer; which line, during the first year, mark by a succession of minute dots; during the second year, by a broken line; and during the third year, by a wavey line; upon each monthly sheet, to distinguish the annual ranges of the barometer from each other. At low stations of the barometer, capital initial letters should be placed to mark the wind's force: *viz.* S. G. for a strong gale, T. a tempest, H. a hurricane. A hygrometer would be an useful addition to the register. Circumstantial remarks relating to the fall of the barometer prior to gales of wind, may be recorded on the back of the monthly sheet, if there be not sufficient room otherwise."

These 12 register sheets are preceded by an introductory sheet, presenting a specimen of such registry as is hereby recommended, accompanied by the following explanation;—

"This diagram exhibits the range of the mercury in a marine barometer during the month of May 1815, observed by Captain BASIL HALL in H.M.S. Victor, when passing South Africa. It will be perceived in this diagram, that whenever the mercury fell so low as 29·60, a gale followed; and as this happened five times in May, it may be assumed as a general rule for this month and place, that when the mercury approach 22·70 inches, then 29 65, a gale may be expected, and if it reach 29.60, a gale is certain. The mercury always rose as the gale abated, and when it reached near 30, the weather became fair. If it did not rise so high, but kept oscillating between 29·70, and 29·90, the weather remained unsettled. Although some of these gales came on suddenly, the appearance of the weather giving no notice of their approach, yet the barometer always gave warning a considerable time previously: and except on the gale of the 19th (May) it always rose as the gale began; and on the 10th and 23d, even before its commencement. Previous to the gale of the 19th the barometer fell very gradually for three days; on the 18th at 4 *P.M.* it had fallen to 29·59, its *minimum* during this gale: shortly afterwards it rose to 29·65, continuing so for 12 hours before the gale came on; but it did not as usual begin to rise at once, nor until 5 or 6 hours afterward, when it rose rapidly near to 30 inches, the gale still continuing; which seems uncommon: but when the barometer had reached this height, the gale quickly abated, and as it took off, the barometer fell again. In the other gales, which were short, the barometer rose at once; but in this gale of the 19th, which lasted nearly 24 hours, and was very violent, it did not rise immediately. Perhaps approach to the land might have disturbed its uniformity so remarkable in other instances; for the land was seen on the morning of the 19th, just as the gale commenced, distant about 15 leagues bearing N. The utility of knowing when a gale is coming on, and when it is going to take off, is very important at all times, particularly off the Cape (G. H.) in winter, when westerly gales are frequent; and if every advantage be not taken of the short intervals of fine weather, the voyage is greatly prolonged. Nothing harasses the crew so much as shortening sail at night when an unexpected gale comes on, and the apprehension of having to repeat this prevents sail being made again, when the gale appears to be moderating. Now, in both cases, the marine barometer by anticipating the gale, enables the officer to shorten sail at leisure before it comes; and on the other hand, by shewing when it is going to abate, allows him to make sail with confidence, thus embracing the earliest opportunity of advancing on his course; which he otherwise would be prevented from doing, by the fear of the gale recommencing. The attentive navigator ought to keep in mind that the barometer sometimes falls considerably before heavy rain, although not accompanied by much wind: likewise, that in the northern hemisphere and open sea it rises with N. winds, and falls with S. winds; which by coming from the torrid zone are more rarefied than the former. In the southern hemisphere the reverse takes place; for there the barometer rises with S. and falls with N. winds; so that in a high southern latitude the barometer will stand higher during a southerly gale, than it would do if the wind blew with equal force from the N. The diurnal tides of the atmosphere between the tropics may also be noticed; which are regular in the ocean in settled weather, between latitude 27° N. and 27° S. and sometimes perceptible a little beyond these limits. Here the barometer rises and falls twice every 24 hours, about 6 or 7 hundred parts of an inch near the equator, and toward the tropics, if not distusbed by the vicinity of land, or by unsettled weather: the *maximum* of the flux is about 10 A.M. and 10 P.M. and the *minimum* of reflux about 4 A.M. and 4 P.M. In high latitudes, the marine barometer is a true harbinger of tempestuous weather: also between the paralells of 14° and 26° latitude north or south, the space more particularly subject to hurricanes, it will seldom or ever fail to foretell these terrible storms. In the ocean, far from land, gales or storms of long duration are never experienced, within 9° of the equator; but whirlwinds, or sudden squalls of short continuance, are liable to happen there without affecting the barometer, which is seldom much disturbed by these in any part of the globe. Every ship destined on a long voyage, such as that to India, ought to have two of these registers; one book to be a daily register of the barometer throughout the year and the voyage, the other book to be a local register, where storms are more particularly liable to happen: *viz* such places as the China-sea, in the vicinity of the islands Mauritius and Bourbon, Cape of Good-hope, and north Atlantic ocean. By registering in this book the height of the barometer when gales of wind happen at particular places, they will appear on the same sheet for 3 years, and on a second sheet for the following 3 years; thus successively, by referring to the register sheet of any number of books for a particular place, the height of the barometer will be seen at one view, when storms may reasonably be expected at that place."

To the foregoing remarks of Captain HALL, the following may not be inapplicable.—The great utility of the marine barometer for indicating bad weather, by keeping a register of it in the simple and conspicuous form of a diagram, will readily be perceived by every navigator of common understanding, on inspection of the introductory sheet given by way of example, Were the marine barometer brought into general use, and registered in this manner, a correct knowledge would soon be acquired of the approach of gales of wind and storms in every part of the world frequented by navigators, conformably to the fall of the barometer as connected with the season of the year, and the direction of the wind. These registers would likewise afford valuable observations and materials for the learned meteorologist, thereby enabling him to approximate to a true theory of winds and storms throughout the surface of the globe. To demonstrate the great utility of the barometer, even in low latitudes within the tropics, where it has been considered of no use by many persons, Mr. HORSBURGH cites the following cases:—

In the China-sea, the ships Neptune and Scaleby-castle were in latitude 19° 47′ N. longitude 114° 50′ E. at noon 28th September, 1809. Wind encreasing at N.N.W. which before was light and variable. At 4 P.M. barometer 29·50, having fallen from 28·85, in 12 hours previous to the heavy gale now blowing at N.N.W. At 10 P.M. barometer down to 28·50, a hurricane at N. fore-top-mast blew away, having lost the mizen-mast and quarter-gallery at 9 P.M. At 12 P.M. barometer 28·30. At 3 A.M. 28.40: hurricane at N.E. after which it gradually rose; the wind veering to E. and S.E. abating considerably at 6 A.M. The True-Briton, of 1200 tons, perished, with all her crew, in this tempest. In the China-sea, the Elphinstone and Wexford were in 17° 6′ N. 115° 51′ E. at noon, 28th September, 1810, with a hard gale of wind at N. barometer 29·50, having fallen from 29·85, its station at noon of the preceding day; the wind then moderated. The barometer continued falling till 9 A.M. 29th, then at

29·5, its *minimum* in this gale, which had encreased to a violent storm, veering from N. to W. At noon 29th, barometer 29·7; wind round to S. a severe storm: at 1 P.M. the barometer was broken by a sea, which stove in the cabin bulk-head; soon after were obliged to cut away the mizen-mast; and as the ship lay water-logged, with her main yard-arm in the sea, were obliged to cut away the main-mast. At 2 P.M. the Wexford's barometer began to rise; and soon afterward the violence of the wind gradually abated. In the China-sea, the outward-bound ships were, on the 9th September, 1812, in 16° 20′ N. 116° E. when the barometer of the Elphinstone fell greatly, and enabled Captain CRAIG, of that ship, to prepare for a storm which soon commenced at W. and until near noon of the following day it blew furiously. In this storm the Cirencester and H.M.S. Theban were dismasted; but the Elphinstone sustained no damage. The following case Mr. HORSBURGH states from his own experience:—

> "In the China-sea, in latitude 15° N. longitude 109° 30′ E. the barometer in the Anna stood at 29·68, at noon 19th July, 1804, being then close to the coast of Cochin-china: it afterwards fell gradually to 24·40, then more rapidly to 29·16 at noon, 22d; a heavy gale of wind having commenced at N.N.W. on the preceding day: the wind changed from N.W. to W. on the 22d, afterwards suddenly to S.W. and S. on the 23d, still blowing very severe, and the barometer down to 29·5, at 2 P.M. this day, then in 19° 30′ N. the barometer now began to rise; at 12 P.M. it was at 29·44, when the violence of the wind abated, and veered to S.E. being full moon, and having passed the meridian. This gale having been anticipated by the barometer, we were prepared for it, and the Anna sustained no injury: whereas the Portuguese ship St. Antonio, near us at the commencement of the gale, cut away her main-mast, and was driven upon a reef of the Paracels, where she was lost. Part of her crew perished: the commander I saw afterward at Canton, who had drifted to the island Hainan on a raft, with some of his people; and was then suffering from excessive fatigue he had undergone. The barometer falls greatly before and during *Toy-foongs* near the coast of China; and near the Japan isles the Russian circumnavigator, Captain KRUSENSTERN, informed me that the mercury fell below the graduated scale of 27 inches in his barometer, during the progress of a *toy-foong*."

Mr. HORSBURGH also mentions that Rear-admiral P. DURHAM has also stated, that during a cruise on the coast of France in winter, the marine barometer saved in wear and tear upwards of 1000*l.* to government, exclusive of much comfort and ease afforded thereby to the crew of his ship. That scientific artist, Mr. E. TROUGHTON, of Fleet-street, London, applies distilled quicksilver to fill the marine barometers constructed by him; which is found to answer well, and the oscillations of his barometers are not so great in stormy weather, as in those instruments of inferior quality.

Such is the sum of the practical directions and remarks, by which this valuable benefaction from our scientific brother of the East, is accompanied, and its use to the weather-beaten mariner explained and demonstrated. Amid all the well-founded complaints against some of those official drones who infest the public hive, we have the satisfaction of being able to testify to the readers of the 𝔑. ℭ. that the office of Hydrographer to the East India Company at least, is no sinecure. The present incumbent's industry is quite surprising, and most exemplary: we have the means of judging that it is equalled by his talent; and we possess repeated proofs that these qualities are associated in this gentleman with an ample measure of benevolence and liberality. It is by no means our wish to make an invidious comparison: but in rendering this justice to the successor of DALRYMPLE in one department, we cannot repress a movement of curiosity as to how that able man's place has been practically filled in another. We should really be glad of some information what the Hydrographer of the Admiralty is doing.

AFRIC.

Gough-island.[*]——Bird-islands.

THE truth and justice of the foregoing remarks have been strikingly demonstrated since this sheet has been at the press, by two fresh contributions from the same quarter, entituled respectively:—

1. *An eye-sketch of a supposed anchorage at Gough's island, by Captain* RICHARDSON *and* L. FITZMAURICE, *master of H.M.S. Semiramis, in December*, 1813. (HORSBURGH, 4 April, 1816.)

This sketch bears the following descriptive text:—

" At the E.N.E. side of the island, it is thought a ship might anchor in 15 to 17 fathoms; and water with facility: from hence she would have a free passage out to sea with all winds in moderate weather. North part of the island is in latitude 40° 18′ S. longitude 9° 43′ W. Variation=11° 50′ W."—(*N.B* .in 1811, it was 10° 30′ W.)

2. *Plan or eye-sketch of the Bird-islands, Doddington-rock, and adjacent coast, by* L. FITZMAURICE, master R.N. March, 1814.—(HORSBURGH, 4 April, 1816.)

Upon this plan is the following textual explanation:—

" * Creek where the boats landed.—† Inlets where boats may also land.—‡ Pile of stones or monument raised by the chief mate of the Doddington, over his wife, whose body had been washed on shore from the wreck of that ship in 1756.

" Bird-island is in latitude 33° 48′ S. longitude 26° 29′ E. or 12 leagues E ¾ S. from Cape Récife by compass. Variation=28½ W. in 1814. The bearings are all magnetic in this sketch; and the soundings in fathoms: bottom mostly rocky, but best for anchorage near the main [land]. [¶].

" Were these islands minutely examined, probably some spots of good anchoring ground would be found, where a ship in distress might find shelter under them from a south-west or southerly gale. The coast opposite to the islands seemed to consist of steep inaccessible cliffs and sand-hills; and the heavy surf on the beach rendered landing impracticable. The soundings near the Doddington-rock were not ascertained; but in the stream of it there is probably deep water from 45 to 50 fathoms; as, a little way outside the islands, the depths are from 30 to 40 fathoms."

S.

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[*] See Diego-Alvarez; 𝔑.ℭ. xxix, 220.

* † ‡ References to corresponding marks on the chart.

[¶] This part of the coast is briefly described in N.C. ii, 13.

NAVAL LITERATURE.

Remains of the late John Tweddell, *Fellow of Trinity College, Cambridge; being a Selection of his Letters, written from various Parts of the Continent, together with a Republication of his Prolusiones Juveniles; to which is adjoined, an Appendix, containing some Account of the Author's Journals, MSS. Collections, Drawings, &c. and of their extraordinary Disappearance. Prefixed is a brief Biographical Memoir* by the Editor, the Rev. Robert Tweddell, A.M. Illustrated with Portraits, picturesque Views and Maps. London: Mawman. 1815. 4to. pp. 480 and 180. price 3*l.* 3*s.*

[Continued from page 429.]

IT is always with feelings of regret that we deviate from a pre-announced intention, In our last portion of this review, we promised, in the succeeding one, a commentary-notice of the controversy to which the publication of these *Remains* has given rise. We now find that the remaining space of our present volume would be too limited for our purpose. It, however, still remains for us to deliver our opinion of the *Prolusiones*, or rather, by presenting a specimen of their excellence, to convince our readers, that the decision of more competent judges was duly made, and that the honorary rewards consequent thereon were in strict justice bestowed.

As a selection most eligible for general perusal, we shall extract from these distinguished performances, the very ingenious Apology for Henry VIIth, and the character of King William the IIId; essays which, at any age, would do credit to an historian of the first class; but when we consider that the author was but 20 years old at the time he produced them, we must acknowledge in him a remarkable precocity of moral judgment and discrimination.

" *The Merits of Henry VII. were greater than his Demerits.*

[A Prize Declamation, delivered in the Chapel of Trinity College, A.D. 1789.]

" The page of universal history is, perhaps, unable to display to the eye of the most curious observer a change in itself more sudden, in its consequences more momentous, than that which resulted from the accession of Henry VII. to the English throne. To form a true estimate of this event, and its real importance, it is not sufficient that we simply take into consideration those weighty blessings which ensued from the administration of this king, but that we also review those obstacles, which he had to encounter previously to their attainment, and thus contrast the subsequent good with the preceding evil. Human actions ought rarely to be estimated in the abstract. They are yoked with accident, and involved with circumstance. Their absolute merit is variable, depending on times and seasons, on relations and contingencies, on the order of nature and the caprice of chance. A vicissitude in the reigning families, which, from the politic pliancy of each new possessor, might sometimes have been productive of conciliatory measures, and, at least, of momentary indulgence to the people, had in England served only to debilitate the national strength, and, by the most varied cruelties of ingenious despotism, to accumulate injuries and calamities. A pestilent fever had for ages been seated in the veins and humours of the nation, had raged without pause or interval, varying, indeed, in its intensity, but constant in its operation. But we are now about to behold the state recovering from its late disorders, general law substituted in the place of individual will, and a turbulent system of plunder and freebooting exchanged for the arts of civilization and of peace. We are to view the channel of commerce, long choaked and stagnant, now cleared from obstruction, and open to the returning inlets of affluence: and, in fine, new health infused into the sickly frame of a distempered constitution. But a fame, which, like Henry's, rests on the solid foundation of true desert, disdains the feeble aid of prepossession. We may venture, therefore, to look for his virtues, not in the words of an encomiast, but in the acts of his government.

"To comment on each even of the more signal facts in this reign, would exceed both the intent and the limits of the present discussion. It will be more advisable to confine our attention to general circumstances, and to obviate general objections.

"Of the several pretensions which this monarch had to the crown of England, he chose in preference that which devolved to him, as heir to the House of Lancaster. His adversaries on the other hand urge, that it became him to have engrafted his claim on that title which he obtained mediately by Elizabeth, who, as representative of the Yorkists, was the undoubted proprietor. For in those days the people were persuaded to believe, that the crown was property inherent in particular families, rather than, as they have since found, a voluntary boon from themselves on conditions of service.

"Now, had Henry rested his claim on the right of his wife (I speak the language of ancient times) his immediate power would have been little more than nominal, and with regard to future possibility, either her death without issue, or, in case of issue, his son's maturity, would equally have deprived him of the sceptre. But without enquiring into the superior title arrogated by the respective claimants, or even after allowing the invalidity of Henry's pretensions, this objection would be of little avail. The propriety of his conduct cannot surely be denied, in maintaining a distinct right of his own, if that claim more effectually tended to secure the peace and quiet of his new dominions, and to add stability to an unsettled government. Advanced as he was to the helm in a tempestuous season, his dubious prerogative yet struggling against the tide of party, it had been little matter of surprise, if the hardy adventurer had seen his bark founder amidst the waves of popular commotion. But such was the dexterous policy of this prince, such the happy presages of his early reign, that he gradually seemed to conciliate the affections of his new subjects, and this distracted kingdom began once more to wear the aspect of peace. The conqueror and the warrior now appeared less, the king and the legislator more.

"In every scrutiny of this nature, truth is alike incompatible with the extreme of panegyric and of calumny. The attack and the defence should breathe one spirit of impartiality and candour. Now, it may fairly be questioned, whether this rule be adhered to, when we discover the enemies of this king, where they cannot villify his measures, arraigning the motives which gave rise to them. Whence, then, I ask, that regular and unbroken chain of glory and prosperity? Whence flowed those rays of unexampled splendour, which illuminate his reign?

On what foundation, or by what magic, was erected that comprehensive fabric of legislation, so united and coherent, which a less degree of perspicacity might unwarily have attributed to intention? Did chance so admirably concur with passion, did accident so impregnate the pernicious with the salutary, the iniquity of the design with the blessings of the consequence? If an uniform system of good did not operate in the projection of his schemes, by what fatality was it invariably promoted in the completion? It were, surely, more candid to be guided in the inference by the nature of the effect, than to presume a cause with which that effect has neither remote nor immediate connection.

" Is he accused of avarice? He is accused without grounds. It should be recollected, that profusion, whatever rank it may occupy among the vices of private life, is doubly reprehensible in a king. Whence does he derive the money which he squanders? From the people; who give it him to provide for the necessities of that office to which they have promoted him. If he represents those necessities as they really are, he cannot be liberal; if he would make them appear to exceed the just computation, he cannot be honest. It may, therefore, become those, who take occasion to extol the liberality of kings, to consider well the nature of their commendation; and whether they are not seeking to substitute a private virtue in the place of a public wrong.* Can that man be esteemed liberal, who lavishes the property of others, or who enriches the idle and the worthless at the expense of industry and merit? Be it observed, the royal coffers were at that time the fund of the nation at large, and the wealth of the people proportionate to the finances of the sovereign. Henry saw how severely the inconveniences of poverty were felt by the neighbouring princes, and was determined to provide against contingencies. That this was his chief aim, is apparent, from his having ever considered the public money as an inviolable deposit, and from his not having squandered it in the empty parade of regal magnificence, though he was never parsimonious in its expenditure, when it was required by the interests of the country. Yet after all, perhaps, it ought to be admitted, that " of nature he somewhat coveted to accumulate treasure, and was a little poor in admiring riches."†

" It has been said, that he cherished a surly and ungenerous disposition. But this aspersion will be instantly wiped away, by referring to one single act of most unequivocal and unrivalled magnanimity. After Perkin, that prostitute agent of a woman's malice, had for so long a period been the only disturber of his repose, yet, when he was at last defeated, Henry pardoned him three several times, and manifested the most tender concern in his provision for Lady Catharine Gordon, wife of this mischievous delinquent.

" Much has been told us of his cruelty on other occasions, and unwarranted exertions of rigour. But, when we consider the peculiar predicament in which he was placed, we shall be inclined to question the validity of the objection. On his accession, he had passed an act of indemnity to such of his enemies as would then accept of his proffered clemency. Many accordingly submitted, were graciously received, and some even invested with employ. When, therefore, sedition and conspiracy, disguised under the prostituted names of liberty and zeal, were all the returns he met with for his numberless indulgencies, what wonder that the mediating voice of mercy should be lost amidst the cries of vengeance? It was indubitably no less just than politic, to rid the nation of these missionaries of faction, to blunt the edge of treason, and to extinguish the latent sparks of future combustion. Yet be it ever remembered, that, notwithstanding the frequency of tumults and commotions in this reign, three only of the nobles suffered death. Nor will the most pertinacious encomiast of later kings, venture to compare the severities exercised after the rebellions of Blackheath and Exeter, with the more outrageous cruelties which followed the battles of Culloden and Dumblaine.

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* Though this observation may be perfectly just, as applied to Henry VII. it cannot be extended to any sovereign, who, by parliamentary authority, receives a fixed income, and who no longer is permitted to hold, what is called, the purse of the nation.—In the present day, it would be as impossible to detach the idea of meanness from the parsimony, as of folly from the profusion, of an English prince.

† Bacon's History of Henry VII

" It may not be unworthy of remark, that a measure suggested by the soundest prudence, has been ingeniously distorted by the arts of misrepresentation, so as to furnish a charge of political oversight. Why, they say, did not Henry prevent the annexation of Brittany to France? The experience of his predecessors in their unstable acquisitions of continental territory, had instructed him not to entice his subjects to dissipate their substance on ideal wealth and visionary grandeur, where success or failure in the pursuit was alike detrimental; the former productive of splendid poverty, the latter of unrequited bloodshed. The glare of conquest cannot dazzle the discriminating eye of reason. Henry's sagacity might in this instance have dictated an instructive lesson to succeeding princes, and have taught them, that the ambition for extensive domain ought then to be circumscribed, when it trespasses on the confines of domestic tranquillity. Besides, had this accession to the court of Versailles been very material, it is highly improbable, that he, who had himself established the balance of power, should have been a patient spectator of the overthrow of his own system.

" But, since it is not in mortals to be perfect, and as our defects are then necessarily most conspicuous, when viewed upon the eminence of power, let us inquire, wherein this monarch seems to have deviated from the line of reason or of duty. His prejudice against the House of York is, perhaps, not entirely excusable—And yet, it is difficult for a king to divest himself of his feelings as a man; it is difficult for him to pay an implicit deference to the instigations of policy in a public station, who in a private capacity has witnessed the sanguinary revenges exercised by the most persevering and inveterate rancour on his nearest connexions, and not only to dismiss every sentiment of animosity, but to look even with an eye of favor on the projectors of his early sorrows.

" It must be confessed, that the names of Empson and Dudley cannot here be mentioned, without being accompanied by some reflections not very favorable to the character of this monarch. We are naturally led to suspect, that several of the extortions which were practised by those rapacious servants of the crown, could never have taken place, had they not been in some degree countenanced by the king himself. If this be really the case, it shall not be my part to shelter oppression from merited obloquy. I would only wish to observe, in proof of frequent ignorance on Henry's part, of his officer's iniquity and abuse of trust, that, on the representations of various complainants, he made restitution to such as had been aggrieved. Farther also, even where he appears to have been really guilty of unprovoked and undeserved severity, I would make this important distinction between the despotic acts of Henry and those of almost all other kings, that, whereas they have invariably appropriated the fruits of their exaction to purposes of ambition or of personal gratification, he alone was content to treasure them for the benefit of that very people from whom they were extorted. To use the luminous language of Lord Bacon, " he was a good husband, and but a steward in effect for the public ; and what came from the people, was but as moisture drawn from the earth, which gathered into a cloud, and fell back upon the earth again."

" Having examined those points of his character, which have been subject to partial objection, we may now be permitted to contemplate those particulars, which meet with universal admiration. Since the days of Edward I. there never existed so able a legislator. In the enaction of all his laws, an earnest solicitude for the welfare of his kingdom happily conspired with the ability to promote it. But this truth is more powerfully aided by experience than assertion, and it were needless to illustrate the utility of measures of which we become daily more sensible.

" How much he consulted the happiness and tranquillity of his people, those first objects of every wise administration, will be readily evinced to us by the earliest, and one of the latest, transactions of his reign. Its outset was signalized by the union of the two roses ; its close laid the foundation of the union between the two sister kingdoms. Yet, though his conduct was invariably influenced by the love of peace, we never surprise him lulled in supine repose ; though he did not eminently possess that unsparing and remorseless spirit of heroism, which delights in the devastation of the human species, yet we do not observe him disgracefully patient of insult, but occasionally blending the laurel with the olive in his wreath of glory.

" I cannot be induced hastily to pass over this grand consideration. Among all the mysteries and anomalies in the moral world, which at different times have led presumptuous man to question the benevolence, and distrust the dispensations of providence, there is none which so totally baffles conjecture, as the system of carnage and of war. That nation should confederate against nation, to sooth and gratify the distemper of a solitary madman ; that the happiness of empires should be dependent, as it has been, upon the smiles and frowns of a capricious harlot, or the sordid treachery of an ambitious minister ; that the great mass of mankind, the reputed pride of the universe, the nominal lords of creation, should themselves be as toys and play-things, to be broken and destroyed by the mischievous hands of an ideot or an infant ; that all this should happen, day after day, and year after year ; that it should happen, too, unheeded and unresented by the sufferers, appears to the view of a superficial observer, as the act of some overruling necessity unpropitious to the interests of man. Yet, let not man impiously inveigh against the order of the universe, but rather search for the cause of this evil in his own persevering indifference to the means of good : rather let him consider the calamities of war, as a just punishment for his voluntary acquiescence in it, as a merited return for his own share of a conspiracy against his own happiness.

" But let those who reprobate the character of Henry VII. fix their eyes on this bright point of it. Henry was a pacific king. Whatever may be his defects, as defects he certainly had, herein may they behold an adequate atonement for them all. While the little governors of this little globe are busied in sacrificing to the paltry motives of private pique, or the airy projects of personal ambition, the treasure, and the blood, and the happiness of those infatuated millions that obey them, we have here an instance of an understanding, that rose superior to the grovelling ideas of vulgar monarchs, and of a virtue, that scorned to wield a nation's folly to its own destruction. The groans and the pangs of dying victims had no charms for him, who was more intent on those arts which improve and embellish life, than on those which extend the horrors, and multiply the means, of death.

"In this reign, therefore, an insensible change was wrought in the temper and manners of the nation. We now for the first time began to be considered as an agricultural and commercial people, and were content to bury our barbarous lust of foreign conquest in the grave of the departed Normans and Plantagenets.

"But, however the efforts of malignity may be bent upon calumniating the government of this prince, still there will remain a consideration, which, as it will command the suffrage of every dispassionate reasoner on the operations of internal polity, so it will endear his memory to every zealous well-wisher of his country's freedom. That invaluable birthright bequeathed us by our ancestors, from Henry received a fuller and more perfect confirmation than from the unsolicited and gratuitous justice of any other king. Greatly as the third branch of our triple estate is still fettered by other influence than the creative voice of the people, yet to him we owe that portion of freedom which it now possesses. Before his time, the Commons acted alternately as delegates of the Peers, and tools of the Court; not, as now, neglectful of the people's rights, but unequal to the task of asserting them. There appeared, indeed, the form of our embryo constitution, but it was a form inanimate and devoid of energy. The unwieldy and uncouth mass of aristocracy crushed the subordinate frame, and contributed still more to its natural weakness. But Henry, by granting to the nobles the power of alienation, imperceptibly repressed that ruinous exuberance of the higher orders, and exalted in proportion the influence of the commonalty. Thus did the arm of Majesty break the shackles of aristocratic usurpation, and remove an ignominious yoke from the neck of an enslaved people: and thus, by a rare concurrence of wisdom and integrity in the monarch, was an avenue opened to that independence, of which, if the people do not now jealously preserve it, they are most unworthy.

"In fine, to speak without prejudice of this prince, his merits seem to have been his own, his defects those of his situation, and of the times. For that some venial specks may chequer his administration has been acknowledged; but they are such as will not disfigure the transcendent beauty of the general system. The evils of his government were temporary, and confined to his own age; the benefits have been permanent; they are entailed upon remotest posterity; they are interwoven with the texture of British freedom, and can only perish with that constitution, which they have at once contributed to strengthen, to improve, and to adorn."

There are many points of observation in this Essay peculiarly applicable to the present times, and to existing characters. We are ourselves just emerged from a long course of warfare, and although we have acquired great glory in the termination of it, we sorely feel the cost. The youthful Academic's maxims of princely economy are therefore as applicable to the necessity of *our* times; and the doctrines as fit to be inculcated in a sovereign of the House of BRUNSWICK, as they were to be practised by one of the House of TUDOR.

The Whig principles of Mr. TWEDDELL, probably, directed him in the choice of his next subject, and must have rendered the contemplation of King William's reign peculiarly consonant with his independent feelings; not considering with a certain popular writer the Bill of Rights as a Bill of Wrongs, he has extended his remarks and observations as one whose influx of thoughts was copious and free, and whose record of them was performed with pleasure.

" *A Speech on the Character and Memory of King William the Third.*

[This Speech was delivered in the Chapel of Trinity College, Nov. 4th, 1790, and rewarded with the prize of books annually appropriated to that commemoration by the will of Mr. Greaves.]

" The habits of prejudice are so intimately combined with the motives of human action, so moulded into the manners, and blended with the frame and temper of society, that he who would wish to guard against this infirmity of his nature, must find a singular difficulty in executing a task like the present with that fidelity, which ought ever to be inseparable from historical disquisition. In undertaking to delineate the features of a character, which is undoubtedly one of the first and greatest that have ever appeared on the grand theatre of the world, it generally happens, that our passions refuse to tarry for the decision of the judgment, and so forcibly sway us to a predilection for one or the other party, that, according to the bent which our inclinations take, we know not how to circumscribe either extreme of censure or applause. But, recollecting what we owe to our great and glorious deliverer, William the Third, every Briton will feel this difficulty increase upon him, when he attempts to do justice to that venerable name, lest in his endeavour to avoid the extravagance of eulogium, he should forget for a moment the most sacred ties of moral obligation, the debt of gratitude for the inestimable benefits we have received from the restorer of the dearest rights and liberties which this nation has now to boast. It would be no easy (as neither before an English audience would it be a necessary) task, to select such actions as shed peculiar lustre upon the character of a prince, whose whole life was one continued scene of glory. On the other hand, it would be invidious, not to say impossible, to enumerate every objection, that the ingenuity of a faction actuated by malice, and inflamed by disappointment, has been able to devise. To avoid each extreme, it may not, perhaps, be amiss to examine the principal objections that the enemies of this prince have endeavoured to bring against him, and to inquire, what weight each of them separately, and all of them collectively, ought to have with us, in forming a just estimate of William's real and appropriate merit.

" It is not the intent of this inquiry to enter into a circumstantial detail of every occurrence relating to William even in his political career. Disquisition is forbidden to trespass on the limits of biography. It is my province, to comment on the principal events of his history in that stage where it more especially interests us as Englishmen; not to describe the milder and more temperate lustre of his dawning glory, but the full and gorgeous splendour of his meridian power; not to take a retrospective view of those measures which eventually invested him with the royal ermines, but rather to consider him as already in his most public station sustaining the weight of that sceptre, which had devolved to him from the feeble and unsteady hands of James."

[To be continued.]

Poetry.

ELEGY IN ST. STEPHEN'S CHAPEL.

THE candles tell the close of parting day,
The members bored, wind slowly up to tea;
Some few to dinner plod their hungry way,
And leave the house to Dyson and to Ley.

Now fades in full debate the lingering night,
And each dull speech in solemn stillness ends,
Save where B——e-B——st wheels his droning flight,
Or drowsy H—l—y cheers his stammering friends.

Save that from yonder nook with placemen stor'd,
Old R—se doth to the treasury-bench complain,
Of such as wandering near the Navy-Board,
Molest his antient pensionary reign.

Beneath that pillar'd height, that gallery's shade,
Where heave the seats with many a slumbering heap;
Each on his narrow row supinely laid,
In silent bands the country members sleep.

The pettish call of nonsense-breathing P—le,
V—ns—tt—t twittering o'er his boxes red,
Ch—les Y—rke's shrill voice, Sir J—s—ph, livelier soul,
No more can rouse them from their rugged bed.

* * *

Oft did the question to their influence yield,
Their vote, full oft, the Court's designs hath broke,
How jocund was the Income tax repeal'd,
How bow'd the Malt-tax to their sturdy stroke.

Let not proud Office mock their useful toil,
Their votes, though silent, their career obscure,
Nor grandeur mark, with a disdainful smile,
The "ignorant impatience" of the poor.

If, as we trust, the reader be amused by the opposite parody, (which is given without party-spirit or personality, for the sake of its wit), we hope for his approbation of our seizing this occasion for adding to his sea-library the pathetic original, carefully collated with the latest and most authentic *quarto* edition of GRAY'S works.

ELEGY WRITTEN IN A COUNTRY CHURCH-YARD.

THE curfew tolls the knell of parting day,
The lowing herds wind slowly o'er the lea,
The ploughman homeward plods his weary way,
And leaves the world to darkness and to me.

Now fades the glimmering landscape on the sight,
And all the air a solemn stillness holds,
Save where the beetle wheels his droning flight,
And drowsy tinklings lull the distant folds;

Save that from yonder ivy-mantled tow'r,
The mopeing owl does to the moon complain
Of such, as wand'ring near her secret bow'r,
Molest her ancient solitary reign.

Beneath those rugged elms, that yew-tree's shade,
Where heaves the turf in many a mould'ring heap,
Each in his narrow cell for ever laid,
The rude forefathers of the hamlet sleep.

The breezy call of incense-breathing morn,
The swallow twitt'ring from the straw-built shed,
The cock's shrill clarion, or the echoing horn,
No more shall rouse them from their lowly bed.

For them no more the blazing hearth shall burn,
Or busy housewife ply her evening-care:
No children run to lisp their sire's return,
Or climb his knees the envied kiss to share.

Oft did the harvest to their sickle yield,
Their furrow oft the stubborn glebe has broke:
How jocund did they drive their team afield!
How bow'd the woods beneath their sturdy stroke!

Let not ambition mock their useful toil,
Their homely joys, and destiny obscure;
Nor grandeur hear with a disdainful smile,
The short and simple annals of the poor.

The boast of place, of interest, of power,
  Of all that worth can claim, or gold can buy,
Must yield alike, in dread division's hour,
  To country gentlemen's majority.

Nor you, ye Whigs, impute to these the blame,
  If some faint cheer its puny homage pays,
While through some long-drawn speech, in periods lame,
  A stammering placeman courts its lingering praise.

No animating spark, no happier turn,
  To piteous Van. such cheer can e'er convey;
Can flattery's voice inspire poor St—r—s B—rne?
  Or grammar suit to ear of C—tle—gh.

Yet chance in that neglected spot is laid,
  Some heart prepared for ministerial hire,
Hands that for treasury-job had well been paid,
  Or wak'd to Fame some Admiralty-lyre.*

But treasury to their eyes the ample page,
  Rich with the people's spoil, did ne'er unroll,
Some puny job has fir'd their noble rage,
  And oped the loyal current of their soul.

Full many a C———h with hands yet clean,
  The hinder benches on his side may bear;
Full many a mute F———ld, blush unseen,
  And waste his diffidence on desert air.

Some village W—rr—nd—r, who, dauntless Rat,
  Like him from side to side may harmless pass,
Some sad unpension'd R—se may there have sat,
  Some C——r, guiltless of his country's brass.

The votes of hireling placemen to command,
  The threats of shame and ruin to despise,
To scatter want throughout a suffering land,
  And hear their curses in a nation's sighs.

Their lot forbad, nor circumscrib'd alone,
  Their growing greatness, but their crimes confin'd,
Forbad to share the favors of a throne,
  The deep contempt of England and mankind.

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* *Quære?* "Liar."

The boast of heraldry, the pomp of pow'r,
And all that beauty, all that wealth e'er gave,
Await alike th' inevitable hour,
The paths of glory lead but to the grave.

Nor you, ye proud, impute to these the fault,
If memory o'er their tomb no trophies raise,
Where through the long-drawn aisle, and fretted vault,
The pealing anthem swells the note of praise.

Can storied urn, or animated bust,
Back to it's mansion call the fleeting breath?
Can honor's voice provoke the silent dust,
Or flatt'ry sooth the dull cold ear of death?

Perhaps in this neglected spot is laid
Some heart once pregnant with celestial fire;
Hands, that the rod of empire might have sway'd,
Or wak'd to ecstasy the living lyre:

But knowledge to their eyes her ample page,
Rich with the spoils of time, did ne'er unroll;
Chill penury repress'd their noble rage,
And froze the genial current of the soul.

Full many a gem of purest ray serene
The dark unfathom'd caves of ocean bear:
Full many a flower is born to blush unseen,
And waste it's sweetness on the desert air.

Some village-Hampden, that with dauntless breast
The little tyrant of his fields withstood;
Some mute inglorious Milton here may rest,
Some Cromwell guiltless of his country's blood.

Th' applause of list'ning senates to command,
The threats of pain and ruin to despise,
To scatter plenty o'er a smiling land,
And read their history in a nation's eyes,

Their lot forbade: nor circumscrib'd alone,
Their growing virtues, but their crimes confin'd;
Forbade to wade through slaughter to a throne,
And shut the gates of mercy on mankind;

The struggling pangs of dark disgrace to hide,
To quench the blushes of ingenuous shame,
To heap the stores of luxury and pride,
With taxes levied in their country's name.

Far, far from place and its ignoble strife,
Their soberer wishes never learned to stray,
Through the cool ease of unofficial life,
They keep the guiltless tenor of their way.

Yet his lov'd lord from insult to protect,
Some treasury hack is ever lingering near,
Through C—tle—gh's worst speech, uncourtly deck'd,
T' implore the passing tribute of a cheer.

Their names, their numbers, to the public gaze,
May shew as fair as some of better note;
And many a holy hint C—rles L—ng conveys,
To teach the rustic senator to vote.

For he, (division's stern demand to meet),
His custom'd place and company resign'd,
Oft leaves the precinct of his treasury seat,
To coax some longing, lingering, lout behind.

On tricks like these each pension'd soul relies,
Such aid each new-rais'd salary requires;
Though from the press the voice of Cr—k—r cries,
Though in the *Courier* live his wonted fires.

And thou, who mindful of that honor'd scribe,
Dost for a salary like Cr—k—r's wait,
If chance by kindred calculation led,
Of his four thousand pounds you ask the fate,

Haply, some Admiralty-clerk may say,
" Oft have we seen him at the morning's call,
" Brushing with hasty steps on Quarter-Day,
" To meet his salary at fair Whitehall.

" Then at the lower end of yonder Board,
" He'd hold his vain fantastic head so high,
" You'd think the Regent had him made First Lord,
" And put his duller master, M—lv—lle, bye.

The struggling pangs of conscious truth to hide,
To quench the blushes of ingenuous shame,
Or heap the shrine of luxury and pride
With incense kindled at the Muse's flame.

Far from the madding crowd's ignoble strife
Their sober wishes never learn'd to stray;
Along the cool sequester'd vale of life
They kept the noiseless tenor of their way.

Yet ev'n these bones from insult to protect,
Some frail memorial still erected nigh,
With uncouth rhymes and shapeless sculpture deck'd,
Implores the passing tribute of a sigh.

Their names, their years, spelt by th' unletter'd Muse,
The place of fame and elegy supply;
And many a holy text around she strews,
That teach the rustic moralist to die.

For who, to dumb forgetfulness a prey,
This pleasing anxious being e'er resign'd,
Left the warm precincts of the cheerful day,
Nor cast one longing, ling'ring look behind?

On some fond breast the parting soul relies,
Some pious drops the closing eye requires;
Ev'n from the tomb the voice of Nature cries,
Ev'n in our ashes live their wonted fires.

For thee, who, mindful of the unhonour'd dead,
Dost in these lines their artless tale relate;
If chance, by lonely contemplation led,
Some kindred spirit shall inquire thy fate,

Haply some hoary-headed swain may say,
" Oft have we seen him at the peep of dawn,
" Brushing with hasty steps the dews away,
" To meet the sun upon the upland lawn.

" There at the foot of yonder nodding beech,
" That wreathes it's old fantastic roots so high,
" His listless length at noontide would he stretch,
" And pore upon the brook that babbles by.

" Oft to the *Courier* Office, as in spite,
" Muttering, half-form'd, half-witted squibs, he'd rave,
" Now all the *Quarterly's* worst trash indite,
" Now the unwilling Grub-street muse to lave,

" One eve we miss'd him on his 'custom'd round,
" Nor at the Board nor at the House was he,
" Nor 'mid the *Courier's* Devils was he found,
" Nor was he scribbling for the *Quarterly*.

" The next, to condign doom, in due debate,
" His annual thousands came, a sad display,
" Approach and read, (where all may read) their fate,
" In all the papers of the following day.

THE EPITAPH.

HERE rests his pension, strangled in its birth,
His name to merit as to praise unknown ;
Yet fortune frown'd not on his little worth,
For C—tle—gh had mark'd him for his own.

Large was his impudence, nor small his gains,
For well such talent did its master grace,
He gave the Court, a sav'ry gift, his brains ;
The Court gave him, 'twas all he ask'd—a place.

No farther seek his merits to disclose,
Nor draw the annual increase of his pelf,
Hopeless alike, in peace they both repose,
Lost to the Court, the office, and himself.

S.

" Hard by yon wood, now smiling as in scorn,
" Mutt'ring his wayward fancies he would rove ;
" Now drooping, woeful-wan, like one forlorn,
" Or craz'd with care, or cross'd in hopeless love.

" One morn, I miss'd him on th' accustom'd hill,
" Along the heath, and near his fav'rite tree ;
" Another came ; nor yet beside the rill,
" Nor up the lawn, nor at the wood was he ;

" The next, with dirges due. in sad array,
" Slow through the church-way path we saw him borne.
" Approach and read (for thou can'st read) the lay,
" Grav'd on the stone beneath yon aged thorn."

* THE EPITAPH.

HERE rests his head upon the lap of earth,
A youth to fortune and to fame unknown:
Fair science frown'd not on his humble birth,
And melancholy mark'd him for her own.

Large was his bounty, and his soul sincere,
Heaven did a recompense as largely send :
He gave to mis'ry—all he had—a tear;
He gain'd from Heav'n, ('twas all he wish'd), a friend.

No farther seek his merits to disclose,
Or draw his frailties from their dread abode,
(There they alike in trembling hope repose)
The bosom of his father and his God.

(Gray.)

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* Before the epitaph, GRAY once had introduced the following stanza, which he afterwards omitted, as forming too long a parenthesis: but the lines have so much poetic merit, that we are glad to preserve them in remembrance.—

(There scatt'red oft, the earliest of the year,
By hands unseen are show'rs of violets found ;
The red-breast loves to build and warble there,
And little footsteps lightly print the ground.)

PLATE CCCCLXIII.

Debarkation of Napoleon Buonaparté at Porto Ferraio, in the Island of Elba.

IT will be obvious to the reader, that we have adopted this Plate as a companion to the former: it is engraven from a sketch made by an officer present at the debarkation of Napoleon Buonaparté at Porto Ferraio, the capital of the Island of Elba, from H.M.S. Undaunted, the 8th of May, 1814, under a salute fired by that ship with yards manned. The new sovereign (he being such by treaty) was received by the clergy, (who brought down a canopy to the end of the wharf,) and by the garrison under arms.

The new standard which he designed and had made on board the Undaunted, being, "*Argent* a bend *sinister* gules charged with three Bees proper," was hoisted on the fort, and displayed in the boat which conveyed him.

The following account of Elba, in addition to our former notices of this island,* is from the recent hydrographic publication of J. H. Tuckey, Esq.

"Elba (*Ilva*), the place of exile of Buonaparte, is separated from the peninsula of Piombino by the channel which has the latter name, four leagues broad, in which are the little islands Palmajola and Palmenora (great and little Palma), on each of which is a light-house. The channel of Corsica separates Elba from Corsica. Elba was formerly attached to the principality of Piombino, to the kings of Sardinia and Naples, having the right of garrisoning the chief towns. In 1801 that of the former was ceded to the infant of Spain, duke of Parma, and that of Naples to France, to which empire it was afterwards united, and, with the islands Palmajola and Palmenora, Capraja, and Monte-Christo, formed a department.

Elba is of a triangular shape, seven leagues long and four broad; its surface is diversified by elevated hills and extensive plains. It is extremely rich in minerals, its iron mines affording a metal equal to that of Sweden; besides which it abounds in marbles, slate, asbestos, granite, sulphur, vitriol, fossil-salt, and loadstone, which is said to affect the compasses of vessels near the island. It also possesses gold, silver, copper, tin, and lead. It has several rivulets, which find their way to the sea, of which the principal, named for pre-eminence *el Rio*, the river, runs through the iron mines, and is remarkable for having most water at the summer solstice.

The climate of Elba is more temperate than the opposite coast of Tuscany, from the influence of the sea-breezes, and the island produces vegetables, which do not succeed on the continent. The chief productions are wines, of the same quality as those of Spain, olives, a great quantity of figs, Indian corn, peas, beans, and a little wheat. The most common trees are the cork, evergreen oak, orange and lemon, and all the fruit trees of France, except the apple.

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* *Vide* 𝔑. 𝔆. vol. xxxi. p. 285; xxxii. p. 81.

The population of the island is 12,000: it has two towns and nine villages. Being formerly greatly infested with the Barbary pirates, it had little external commerce, exporting only some iron, salt, fruits, and tunny fish.

Porto Ferrajo, on the north coast, is the chief place, and is situated on a semicircular peninsular mountain, the convex side of which, facing the south, forms an excellent port with three to four fathoms; the road is also secure. The streets are a kind of terraces cut in the rock, the population 5,000, and it is strongly fortified, and protected by a citadel. Near the town, on the summit of a rock, is the tower of Voltoraia, so strongly situated that it can only be reduced by famine.

Porto Longone, the second town, is at the east end of the island, and has its name from its long narrow shape. The town is divided into upper and lower; the former, which is a kind of a citadel, occupies the summit of a hill, and is equally strong by nature and art. The entrance of the port is protected by a battery on a tongue of land.

On the N.W. side of the island is the Gulf of Prochio, separated from Porto Ferrajo by the peninsula that encloses the latter. The chief points of the island are Cape Stella, S.E.; St. Rocca, S.W.; St. Andre, N.W.; Nitta, north: off the latter is the island Brassuolo."

The geographical site of Porto-Ferraio according to the latest and best (French) authority is 42° 49′ 6″ N. 7° 59′ 20″ E. from Paris.

NAVAL HISTORY OF THE PRESENT YEAR, 1816.

(May.—June.)

RETROSPECTIVE AND MISCELLANEOUS.

THE futility of our proceedings with the Barbary States, we trust, is now sufficiently evident. In answer to Mr. Brougham's question, whether, by authority, Lord Exmouth had made a treaty with the Dey of Algiers respecting the ransom of Christian slaves, and particularly respecting Neapolitan and Sardinian slaves, Lord Castlereagh said, that by the treaty there was no ransom to be paid for slaves from this nation. Whatever else was negociated was under the authority of the other powers: and any ransom concerned them and not us. Mr. Brougham asked, if the noble lord would produce the treaty. Lord Castlereagh could not at present; but had no objection at a proper time to give all information. In the meanwhile these wretches are massacreing our countrymen by hundreds!

The tameness with which the atrocities committed by the pirates of Barbary have been viewed by the Powers not immediately subjected to them, has naturally inspired those ruffians with increased boldness and presumption. We understand further, that representations and entreaties have been sent from the central office of this new institution to all the ministers now in London from the courts of the Christian Powers of the Mediterranean, and of all those whose flags are insulted, their properties plundered, and their subjects carried into slavery, by these sanguinary and abominable infidels, urging them in the strongest terms to press for the sanction and support of the British Cabinet to the plan and expedition proposed for the extermination of the nuisance. It is apprehended that the British Government, like that of America, satisfied with the exemption of its own flag from the atrocious visitation, will leave those who suffer under it to seek their own relief. But at least it will be open to British subjects, as well as to all other Christians, to lend their aid to this war, in which every motive of generous and civilized gallantry is combined with the zeal and enthusiasm of religion, and co-operate in it either by personal service or by pecuniary contribution ; in this last mentioned shape, and by their prayers, even women and children may aid the pious object. We trust and hope, that unless the British Government shall anticipate the measure by a timely display of proper interest in the case, Mr. Wilberforce and the other most distinguished conductors of the abolition of the system of carrying off the heathen blacks into slavery, will realize the expectation of our esteemed and valuable countryman abroad, by evincing a similar concern for the enslavement of the Christian whites, doomed to much more cruel sufferings under the mastery of these savage Africans. We trust that these illustrious leaders of the black abolition will summon meetings, and animate the popular feelings to appropriate energy by their eloquence, and direct them by their previously successful wisdom and experience. We trust that the first example will soon be exhibited in London, and followed throughout the country: that resolutions will be passed, addresses voted, and subscriptions opened.

We understand from authority, that the important subject of the abuses of the British flag, by being assumed by all descriptions of foreign vessels, has been taken up by Government with a promptitude much to its honour, and with a spirit which will be efficacious to its redress.—Orders have been sent of a peremptory nature, to the British consuls and vice-consuls in all the ports within the Streight of Gibraltar, that no vessels are to be considered as entitled to British Mediterranean passes, except such as are actually built in the United Kingdom, or in his Majesty's foreign governments, or which actually belong to the town of Gibraltar. And that the consuls and vice-consuls should also discontinue the indiscriminate grant of British protection to foreign vessels of all descriptions.

Every friend to the constitution will rejoice in the result of the motion with respect to the representation of the city of Rochester, and the country owes obligations to the independent members of that corporation, for the petition by which they have vindicated the privileges of the kingdom. If ministers could have obtained a vote, that the acceptance of such a place as the Treasurership of Greenwich College did not vacate a seat in parliament, the constitutional right of judgment in the people would have been annihilated. All that was wanted was a precedent. We should no longer have heard of any *trading politician* being posted on a hustings, to stand the examination of the elective body of England—but the profitable traffic of subserviency would have gone on unquestioned. It is one of the most important conquests, in a constitutional point of view, which has been gained during this session. Though gained by only one vote, yet several independent members were but a moment too late for the division.

According to new regulations adopted in the Royal Naval College at Portsmouth, the number of students is not to exceed 100 in time of war, nor 70 in peace; instead of 70 both in peace and war, as before. The remaining students, whether the sons of naval officers or other persons, are to pay the sum of 72*l.* per annum, or 8*l.* per calendar month, for any period less than half a year; and the sons of naval officers will have the preference, as vacancies occur, for being placed on the list of those who receive their education gratis. According to the former rule, the sons of all persons, naval officers as well as others, were admitted gratis. No candidate shall be eligible for admission to the Naval College until he has attained the age of twelve years and a half, nor after he has completed that of fourteen years, instead of from fourteen to sixteen, according to the old regulation. The rest of the regulations remain as before, their utility having been proved by experience.

Promotions and Appointments.

Admirals, Captains, &c. appointed.

James Gordon Bremer, to the Comus, *vice* Thomas Tudor Tucker; Lieutenant Jenkin Jones, of the Newcastle, to the rank of commander, and to command the Julia; G. Grant, and R. St. Loo Nicholson, to be superannuated commanders.

P. C. Le Geyt, Esq. to be secretary to Vice-Admiral Pickmore.

Rev. P. Painter, to be chaplain of the Minden.

G. Davis, to be purser of the Eurydice; Mr. Fry, to be purser of the Royal Charlotte yacht.

Lieutenants, &c. appointed.

Lieutenants H. Brett, to the Wye; S. P. Blackwood, to the Active; G. Brereton, to the Queen Charlotte; John Hill, to the Surly cutter; T. Lewis, to the Hound: H. Henderson, to the Harpy; R. Fair, to the Griper; C. Claxton, to the Tartar; R. M. Lucas, to the Mermaid; J. Jager, to the Hawk; Frederick William Morgan, to the Nimble revenue cutter; James Skene, to the Hydra; William Morley, to the Pike; William D'Aranda, to the Pique; B. Bonifant, to be flag-lieutenant to Admiral Pickmore; Henry Preston, to the Rivoli; V. Lloyd, to the Eurydice; Mark Anthony, to the Queen Charlotte; James Anderson (C), to the Eurydice; R. A. Acheson, (B) to the Leander; William Webster (B), to the Tigris; H. Revans, to the Leander; P. Luckombe, to the Eurydice; James Symons(B), to the Leander; William Gwynn, to the Dee; George Pierson, to the Comus; Thomas James Broderick, to the Pique; B. R. Owen, to the Cadmus; John Mundell, to the Princess Augustus Frederick, revenue cutter.

Messrs. J. Anderson, W. Congdon, and J. Foster, to be lieutenants; Mr. Wheaterly, to the rank of lieutenant.

Masters appointed.

B. Ainsworth, to the Comus; J. Reynolds, to the Surly; Wm. White (3), to the Eurydice; William Cant, to the Nimrod; W. White (2), to the

Active; R. Fulton, to the Minden; J. Johnstone, to the Wye; J. Brown(2), to the Nimrod.

Midshipmen passed for Lieutenants.

Sheerness—W. S. Watts, F. Morton, E. Rogier.

Portsmouth—T. Henderson, C. R. Watson, R. W. Moore, T. Greene, F. B. Maynard, R. Amphlett, H. Gosling, J. Cooke, G. Davison.

Plymouth—J. Creagh, C. A. Thorndyke.

Surgeons, &c. appointed.

Thomas Stewart(2), to the Scamander; William Williamson, to the Ramillies; Robert Espie, to the Maria; Robert Malcolm, as a supernumerary assistant-surgeon to St. Helena.

MARRIAGES.

Lately, F. Hopkins, Esq. of Dance's-court, to Mary, second daughter of the late George Countess, Esq. rear-admiral of the white.

On the 25th of May, at Exeter, Captain George Bignell, R.N. to Miss Charlotte Patch.

On the 30th of May, at St. George's, Hanover-square, George Lewis Newnham, Esq. to Sarah, eldest daughter of the late Lord Collingwood.

On the 5th of June, Captain the Hon. Fleetwood B. R. Pellew, R.N. to Harriet, daughter of the late, and sister to the present, Sir Godfrey Webster, Bart. of Battle-abbey, Sussex.

DEATHS.

Lately, at Carmarthen, James Alms, Esq. vice-admiral of the red squadron. He was made post on the 20th January, 1783; a rear-admiral of the blue, 9th November, 1805; and that of vice-admiral of the blue on the 31st of July, 1810.

Lately, James Henry Clarke, Esq. a superannuated commander in the navy. Commission as lieutenant dated 19th October, 1759; and as a commander, 22d June, 1805.

Lately, William Waddell, Esq. Commission as lieutenant dated 4th February, 1761; and superannuated as commander 11th January, 1810.

Lately, Lieutenant Edwin Charlton Harris. Commission dated 6th of November, 1795.

May 14th, at his house in Curzon-street, May-fair, Barrington Pope Blachford, Esq. M.P. late of Osborn, in the Isle of Wight, and one of the Lords Commissioners of the Admiralty. This gentleman was married to the daughter of the late and sister of the present Duke of Grafton. It was in consequence of his decease that, in a new arrangement of the Admiralty Board, the extraordinary appointment of the Marquis of Worcester took place.

May 22, at Plymouth, at the early age of 29, Captain Dowell O'Reilley, R.N. Captain O'Reilley, when first lieutenant of H.M.S. Surveillante, greatly distinguished himself on the coast of Spain; and was, for his services there, made commander, and afterwards advanced to the rank of post captain. Of his private character it may be truly said of him, as of the Chevalier Bayard, he was a man "*Sans peur et sans reproche.*"

ERRATA.

Page 286, Sir Thomas Staine's wounds, *read* loss of an arm.
287, Richard Kemp, lieutenant, *read* superannuated commander.
Joseph Ellison, lieutenant, *read* superannuated post captain.
Samuel Arden, lieutenant, *read* superannuated post captain.
364, *line* 2, *for* that station, *read* Mediterranean station.
439, *line* 7, Mr. Kistoe, *read* Robinson Kittoe.
440, *line* 32, Lately, *read* On 23d April.
33, H. M. *read* H. W.
Horndean, *read* Harnden.

METEOROLOGICAL REGISTER.

From May 26th, to June 25th, 1816.

Kept by C. **Blunt**, Philosophical Instrument Maker, No. 38, Tavistock-street, Covent-Garden.

Moon	Day	Wind	Barometrical Pressure.			Temperature.			
			Max.	Min.	Mean.	Max.	Min.	Mean.	
	26	E	30·15	30·	30·075	57	38	47·6	Fair
	27	SE	30·04	30·03	30·035	56	40	47·6	——
☽	28	SE	30·12	30·1	30·11	58	41	39·3	——
	29	SE	30·16	30.16	30·16	60	42	51·	——
	30	SE	29·89	29·89	29·89	64	46	54·3	——
	31	SE	29·90	29·89	29·895	63	44	54·	——
	1	E	30·06	30·06	30·06	61	43	53·3	——
	2	E	30·06	30·06	30·06	60	42	51·3	——
◐	3	E	30·05	30·05	30·05	59	40	50·	——
	4	NE	30·05	30·02	30·035	57	41	50·6	——
	5	N	29·81	29 81	29·81	56	42	49·3	——
	6	NW	29·90	29·88	29·89	55	41	48·3	Rain
	7	NW	29·83	29·71	29·77	58	42	50·	——
	8	NW	29·6	29·54	29·57	60	43	51·3	——
	9	W	29·70	29.70	29·70	61	41	51·	Fair
○	10	NW	29·86	29·80	29·83	61	40	51.	——
	11	NW	30·05	30.	30 025	62	40	51·6	——
	12	NW	30·16	30·16	30·16	60	42	51·3	——
	13	N	30·12	30·07	30·045	61	44	52	——
	14	N	30·07	30.07	30 07	62	41	51·	——
	15	NW	306·0	30·06	30 06	63	40	50·3	——
	16	NW	30·05	30 05	30·05	66	42	51·3	——
◑	17	NW	30·04	30·04	30·04	68	43	53·3	——
	18	W	30·02	30·01	30·015	69	41	53 3	——
	19	SW	30·08	30 05	30·065	70	40	52 6	——
	20	W	30.13	30·13	30·13	72	40	52·6	——
	21	W	30.16	30.15	30·155	70	42	54 6	——
	22	SW	30.16	30.11	30·135	71	43	55·6	Rain
	23	S	30·	30.	30.	68	44	56·	——
	24	SW	29.90	29·87	29.885	66	42	55·	Fair
☽	25	SE	30.	30	30.	65	43	54·6	——

RESULTS.

Mean barometrical pressure	30·005			Mean temperature	51·285		
Maximum	30.16	wind at	SE	Maximum	72	wind at	SW
Minimum	29·54	——	NW	Minimum	38	——	E

Scale exhibiting the prevailing Winds during the Month.

N	NE	E	SE	S	SW	W	NW
3	1	4	6	1	3	4	9

	Mean Barometrical Pressure.	Mean Temperature.
From the new moon on the 27th of May, to the first quarter on the 3d of June	30·03	50·11
—— first quarter on the 3d to the full moon on the 10th,	29·832	50·07
—— full moon on the 10th to the last quarter on the 17th,	30·04	51·21
——last quarter on the 17th to the new moon on the 25th,	30·053	54·12

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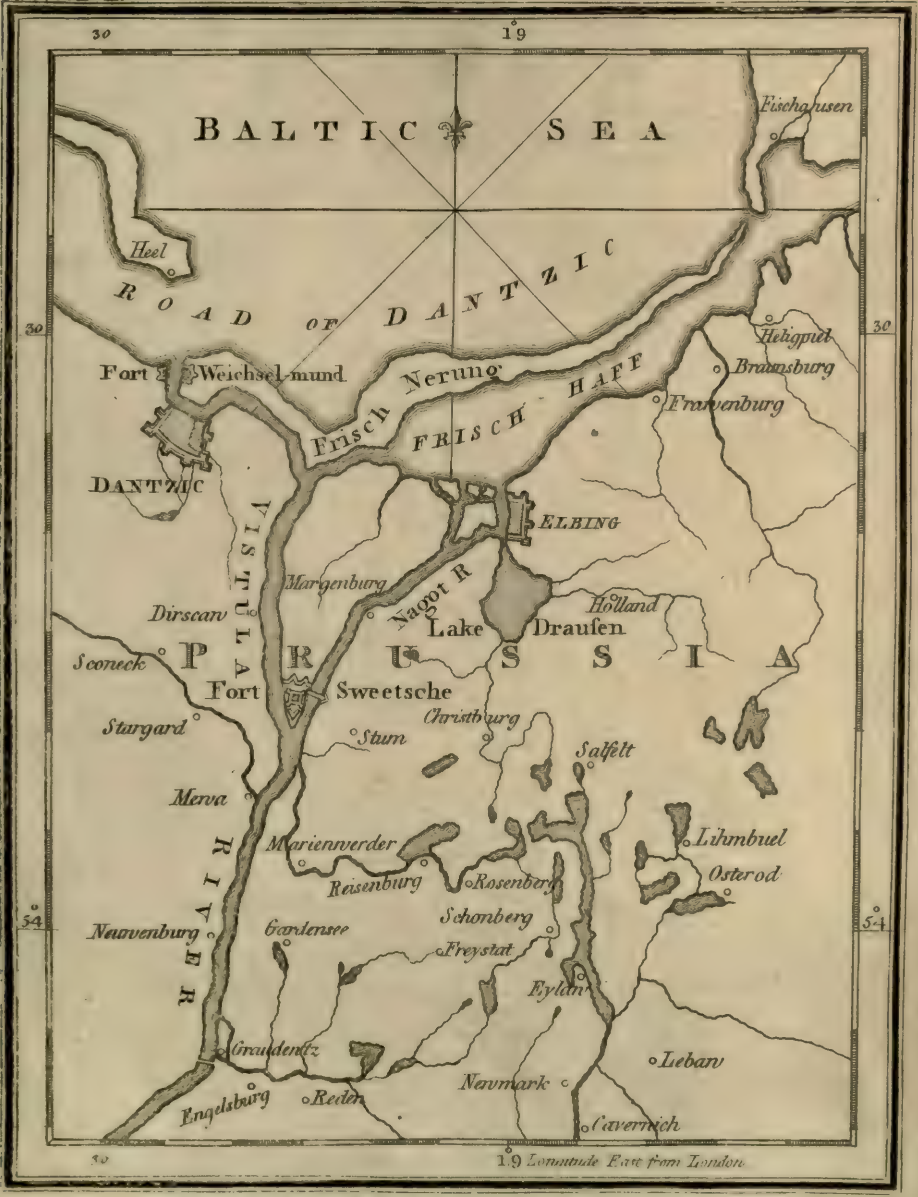
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